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FOUNDED 1861  
六拜禮 號八月六英港香 SATURDAY, JUNE 8, 1929. 日二初月五

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# LABOUR'S CABINET. LIST CONTAINING MANY SURPRISES. WOMAN ATTAINS CABINET RANK FOR FIRST TIME. SIDNEY WEBB'S POST.

Mr. Ramsay MacDonald has to-day issued the list of the new Labour Government as follows:—  
**THE CABINET.**  
Prime Minister ..... Mr. Ramsay MacDonald.  
Lord Privy Seal and Deputy Leader of the Commons ..... Mr. J. H. Thomas.  
Lord President of Council ..... Lord Parmoor.  
Lord High Chancellor ..... Lord Justice Sankey.  
Chancellor of the Exchequer ..... Mr. Philip Snowden.  
Secretaries of State:—  
Home Affairs ..... Mr. J. R. Clynes.  
Foreign Affairs ..... Mr. Arthur Henderson.  
Colonies ..... Mr. Sidney Webb.  
War ..... Mr. Tom Shaw.  
India ..... Col. Wedgwood Benn.  
Scotland ..... Mr. W. Adamson.  
Air ..... Lord Thomson.  
First Lord of the Admiralty ..... Mr. A. V. Alexander.  
President, Board of Trade ..... Mr. William Graham.  
Minister of Health ..... Mr. Arthur Greenwood.  
President, Board of Education ..... Sir C. P. Trevelyan.  
Minister of Agriculture ..... Mr. Noel Buxton.  
Minister of Labour ..... Miss Bondfield.  
Postmaster-General ..... Mr. H. B. Lees Smith.  
First Commissioner of Works ..... Mr. George Lansbury.  
Chancellor of Duchy of Lancaster ..... Sir Oswald Mosley.  
**MINISTERS NOT IN THE CABINET.**  
Minister of Transport ..... Mr. Herbert Morrison.  
Minister of Pensions ..... Mr. F. O. Roberts.  
Attorney-General ..... Mr. W. Jowitt, K.C.  
Solicitor-General ..... Mr. J. B. Melville, K.C.  
Paymaster-General ..... Lord Arnold.  
The list contains many surprises. Although several ministers have changed to other departments, thirteen out of the nineteen members of the new Cabinet, were members of the Labour Cabinet of 1924.  
In his earlier Administration, Mr. Ramsay MacDonald had combined the duties of Foreign Secretary, now undertaken by Mr. Arthur Henderson, with those of Prime Minister and First Lord of the Treasury.  
With the appointment of Miss Margaret Bondfield as Minister of Labour a woman attains Cabinet rank for the first time.

## INDIA OFFICE FOR COL. BENN.

London, June 7.  
Two unexpected appointments were contained in the first official announcement of the new Cabinet issued for publication this morning, these being Mr. Sidney Webb's post as Dominions Secretary and Col. Wedgwood Benn as Secretary for India.  
Mr. Tom Johnson has been appointed Parliamentary Under-Secretary for Scotland. The positions of Lord Advocate and Solicitor-General for Scotland have not yet been filled.  
**Sir H. Slessor's Job.**  
Sir Henry Slessor, K.C., who was Attorney-General in the first Labour Government, is not mentioned in the list, and it is explained that this is because other services have been assigned him, which will be announced later. Lord Arnold, the new Paymaster-General, an unpaid position, has accepted the post with nominal duties in order to be free for work in the House of Lords and otherwise.  
Sir Oswald Mosley and Mr. George Lansbury will also have duties imposed upon them in connection with the scheme for national reconstruction which is being prepared.  
The Rt. Hon. Mr. J. H. Thomas, interviewed by Reuter, dealing with unemployment said the finding of work at home usefully and he hoped profitably, was his task. The development of the British Empire, with its immense potentialities was also included in his list, therefore no practical scheme in any part of the Empire would be excluded.  
**Mr. Jowitt's Turn-Over.**  
Mr. W. Jowitt, K.C., who has turned over from the Liberal Party

## LANE CRAWFORD'S PROGRESS.

### WORST PERIOD NOW TIDED OVER.

### YEAR'S WORKING SHOWS A GOOD PROFIT.

### MOTOR EXPANSION.

Presiding at the annual shareholders' meeting of Messrs. Lane, Crawford, Ltd., this morning, Mr. M. Manuk stated that the Company had successfully tided over the worst period in its history and it could now look forward to a better future.  
The net result of the year's working was a net profit of over \$23,000, compared with a loss of over \$11,000 for the previous year. It was also stated by the Chairman that the Realty and Trust Co. had reduced the rent of the Company's premises for a period of one year from 1st September last, with an option of an extension of such reduction for a further four months.  
Reference was made to the creation of two new departments in the Company's business, and to the steady growth of its motor business.  
**Chairman's Speech.**  
Addressing the shareholders, the Chairman said:—Gentlemen,—The report and accounts having been in your hands for the prescribed period, I will, with your permission, take them as read.  
The Auditors' report is as follows:—"We report that we have examined the Accounts of Lane, Crawford, Ltd. for the year ending 28th February, 1929, and have obtained all the information and explanations we have required. In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us, and as shown by the Books of the Company."  
Dealing with the accounts, you will notice that the net result of our working shows a profit of \$23,102.85 as compared with a loss of \$11,027.74 for the year previous. This result, which I feel sure you will consider satisfactory, has been achieved in spite of reduced turnover.  
Our investments, which produced nothing last year, have given us a return of \$8,065.50, and we have every hope that we shall continue receiving similar returns in future years.  
The item of repairs and renewals shows an increase over last year of \$3,347.71. Your Directors have considered it advisable to debit to this account all minor additions and alterations to fixtures and furniture instead of inflating the values of existing fixtures—hence the increase.  
**Less Bad Debts.**  
I am glad to say that our bad debts are considerably less than last year's, and the reserve for bad and doubtful debts created this year, viz: \$3,000.00, is considered by your Directors to be ample.  
The Profit and Loss Account does not appear to call for further remarks from me, except the items under the heading of "Depreciation," which I propose to deal with when considering the balance sheet.  
As indicated in the report submitted by your Directors, the balance at debit of Profit and Loss Account, amounting to \$13,886.27, has been eliminated by a transfer from Reserve, which transfer also allows the sum of \$9,142.00 to be carried forward to the credit of Profit and Loss Account.  
**Depreciations.**  
Turning to the balance sheet, it will be noticed that the Company's property at 17, Burrows Street has not been depreciated. The reason for this is that a recent valuation shows a satisfactory margin between market value and book value of this property. Bakery plant and cold storage plant have been subjected to the same depreciation as last year.  
With regard to the depreciation made in respect of fixtures and (Continued on Page 7.)

## SERIOUS AFGHAN DEVELOPMENT.

### RUSSIAN AEROPLANES BOMB BORDER TOWNS.

### RELATIONS STRAINED.

Peshawar, June 7.  
The authorities view seriously a new development in Afghanistan, the threat of an open quarrel between the Afghans and Soviet Russia.  
Frequent rumours of trouble on the Afghan-Turkistan borders have reached Peshawar, including reports that Russian aeroplanes have dropped bombs on the Afghan border towns.  
This news, according to a traveller arriving at Peshawar from Kabul to-day, is confirmed by the Kabul newspapers, which state that Soviet planes have carried out raids on Badakshan and other places on the Afghan-Turkistan frontier, heavily bombing the villages.  
It is stated that anti-Russian feeling in Afghanistan is now running high, and the authorities are, therefore, watching the situation with grave apprehension.  
The Soviet Government is one of the few that have retained their Legation in Kabul in spite of the recent disturbances, but it is now stated on reliable information that relations between the Russian Legation at Kabul and the Afghan Government are strained.—Reuter.

## EIGHT HOURS WORK PER DAY.

### SHOULD THIS APPLY TO FORCED LABOUR?

London, June 7.  
The special committee of the International Labour Office which is in conference on the subject of forced labour, has rejected by 18 votes to 13, a proposal to ask the Governments of the Members of the League of Nations whether they would apply to forced labour, the conditions laid down in the Washington Eight-Hours Convention.—Reuter.

## BRITISH DAVIS CUP SUCCESS.

### QUALIFIES FOR SEMI-FINAL AT BOURNEMOUTH.

London, June 7.  
Great Britain entered the semi-final of the European Zone of the Davis Cup Competition to-day, by defeating South Africa at Bournemouth by three matches to nil.  
It was the third round of the competition and two matches, which can make no difference to the result, are outstanding.—Reuter.

## "BABE" RUTH STRAINS HEART.

### SEVERE BLOW TO NEW YORK YANKEES.

New York, June 7.  
"Babe" Ruth, the world-famous baseball player, the star of the New York Yankees line-up, is suffering from a strained heart and will be out of baseball for at least a month.  
It is possible that he will be unable to play again for the rest of the season.—Reuter.

## COUNTY CRICKET WASH-OUT.

### NOT SINGLE CENTURY SCORED.

### ONLY ONE CHAMPIONSHIP GAME COMPLETED.

### W. E. ASTILL'S 8 FOR 23.

London, June 7.  
In the county cricket series concluded to-day not a single century was scored. Heavy rains prevailed over the entire country and all games were frequently interrupted, only one match counting in the championship being brought to a definite finish.  
Bowling feats were to be expected, the best individual performance being that of Astill, Leicester, who took 8 Somerset wickets for 23 runs.  
Derbyshire, who were playing a friendly match, are superseded in the table.  
The principal bowling feats were:  
Astill (Leicester) ..... 8 for 23  
Wellard (Somerset) ..... 6 for 55  
Leyland (York) ..... 5 for 44  
J. C. White (Somerset) ..... 4 for 9  
Barratt (Notts) ..... 4 for 29  
Staples (Notts) ..... 3 for 4  
**LEICESTER VICTORY.**  
Exciting Finish Against Somerset.  
Leicester defeated Somerset at Leicester by four wickets, gaining the only county victory. The match was productive of an exciting finish, Somerset being dismissed in their second innings for 61 runs, and Leicester losing 6 wickets for 42 runs.  
Somerset batted first and compiled 105 to which Leicester replied with 129. This first innings advantage of 21 probably gained them the victory, for though as a result of Astill's 8 for 23, Somerset collapsed for 61, Leicester lost 6 wickets in getting the 42 runs required for victory.

## LANCASHIRE SETBACK.

### Kent Win on the First Innings.

With rain all over the country it was natural that Manchester should fare badly. Kent here managed to win on the first innings against the champion county.  
Lancashire won the toss and decided to bat first. The whole side was dismissed for 174 runs. Ashdown bowling capitally taking 6 wickets for 52 runs. In reply Kent made 215.  
There was no chance of a result. In the little time permitted for further play, Lancashire scored 92 runs and lost only one wicket.

## WORCESTER WASH-OUT.

### Only 35 Runs Scored.

The match between Hampshire and Worcestershire at Worcester was a virtual wash-out. Rain put a stop to all play except for a brief spell of less than an hour. In this period, Hampshire were at the stumps, and they compiled 35 runs for the loss of four wickets.

## BETTER SCORING.

### Middlesex Gain First Innings Points.

At Lord's, Middlesex won on the first innings against Warwick. The match produced 470 runs, one of the highest scoring matches of the series.  
Warwick went in first and were dismissed for 197 runs.  
Middlesex had made 273 for 9 wickets when rain prevented further play.

## FIRST INNINGS WIN.

### Yorkshire Just Manage Extra Point.

Yorkshire just gained first innings against Glamorgan at Cardiff, being one run ahead when rain put an end to the game.  
Glamorgan scored 140, Leyland taking five wickets for 44 runs. Yorkshire made 147 for three wickets.  
**GLOUCESTER MATCH.**  
Drawn Game at Oxford.  
The Gloucester-Oxford University match was drawn. Gloucester (Continued on Page 14.)

## Bulls and Inners

From Office the Butts.  
"Misogamist" thinks there should be a section on the Kowloon ferry-boats for "Men Only," as he finds sitting next to scantily-clad young ladies rather upsetting.  
A nervous young man of Kowloon complained that the sights made him swoon.  
They may be upsetting, but what is the betting He wouldn't enjoy a good spoon?   
Buses without seats are suggested for use in Kowloon during the rush hours. Men may find this a little inconvenient.  
The preparatory disarmament commission of the league forbids use of poison gas in the next war. Couldn't they also arrange to prevent shooting?  
"Enquirer":—I. S. O. doesn't mean "I'm So Overworked."  
Book of the Month:—For the gay wife's hubby: his cheque-book.  
We hear of an Aberdonian who sits up at night watching his wife's vanishing cream.  
The Morris Oxford accent is becoming quite the thing in Hongkong.  
A Hongkong man recently spent a week in Shanghai and got all shot to pieces.  
America is a country where a young man takes a course in psychology in order to be able to sell goose-liver sandwiches.  
These counterfeiters lead a fast and spurious life.  
"Cyrus G."—Montgomery Ward's haven't a branch here. You must be thinking of the Matilda Hospital.  
[Surprise has been evinced in certain Government circles that more "Honours" did not come to Hongkong.]  
Are we not deserving of honours, they cry?  
We of the overworked staff, Sir; Especially when in the main we are dry.  
Though we work just the same with never a cry.  
Or will our reward in the far bye and bye—  
Be the Order that's known as the Bath, Sir?  
Mussolini now holds eight of the 13 cabinet posts of the Italian government. Probably there are days when Il Duce doesn't feel a bit like himself.  
That ghost reported seen on an English golf course probably was some Scotsman looking for his ball.  
Our next door neighbours' radio is a howling success.  
After practising eating soup since they were boys, lots of men still spill it on their neckties.  
A man in Brooklyn, arrested for wife beating, was sentenced to kiss his wife every morning for six months. The woman pays and pays.  
If all the telephone conversations in Hongkong were laid end to end it would be 10 o'clock and you would be trying to use that line to ask the newspaper who had won the Derby.  
The Greeks have made Mount Olympus a national park. The venture should succeed if they put in a good movie for the tourists.  
[The rescue-boat "Kausung" was gaily decorated on the occasion of the King's Birthday.]  
In the 64th year of the King And the 5th of the famous "Kau Sing."  
This tug's use at last was proved when the mast dangled bunting and flags on a string.

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The Ideal Marriage:—"Femina" be a section on the Kowloon ferry-boats for "Men Only," as he finds sitting next to scantily-clad young ladies rather upsetting.  
Some pretty Kowloon flappers are being taught to swim for the seventh season in succession.  
Business with dressmakers just now is sew-sew.  
Garden Note:—A flower in the vase is worth two in the seed-packet.  
In an amateur boxing champion-ship in London, a dentist and a chiropodist met in the final. It is understood they fought tooth and nail.  
British prisons are employing specialists to analyse convicts' minds. Bill Syke-ology?  
The Heath Robinson cartoon may yet be drawn of an ingenious Penkite obtaining his water supply on a pulley and bucket system.  
With all these defeated leaders making a point of going abroad, the Hongkong University must envy them their facilities for obtaining travelling scholarships.  
No matter how far money goes, it seldom reaches next pay-day.  
We hear of a jealous bridge player who was annoyed because his wife's partner "took her out."  
We were relieved to learn that Bill Doom-ed in a news headline merely referred to legislation in America.  
These alleged objectors to ladies' fashions on the ferries get a cross all right!  
It is not expected that Mr. Ramsay MacDonald will be offered honorary membership of the Cabinetmakers' Union.  
If ever someone finally solves Hongkong's water problem, the community will give him their tanks.  
Some Kowloon commuters are discovering they are "not as old as they thought they were!"  
Ferry 'ot!  
An impressionable young man of Hongkong finds the journey by ferry too long.  
For he sits beside wenchies Who tickle his senses— He's afraid, some day he'll do wrong.  
Our Erudite Contemporaries.—"Canton is about 80 miles from Hongkong, the British port, and both cities have a number of European residents."—London Evening Standard.  
MacWhirter says men wouldn't object to women having the last word providing they didn't make it last so long.  
A Welshman who started life as a plumber has been made a Peer. We understand his coat-of-arms will be a leak rampant.  
A Shanghai housewife says no house can be run in the East except on a basis of give-and-take. Down here, the "boys" do both—take offence and give notice.  
Scotsmen's heads are usually larger than Englishmen's, says a writer. Maybe this explains Scottish prowess at golf, for heavy heads are easy to keep still.  
"Clarence"—You want to know why American married women like to retain their maiden names? Possibly because it's hardly worth while adopting their husbands' for such a short time.  
Manila police have a scheme for educating "jay-walkers." The tuition, it is believed, will start in hospital.

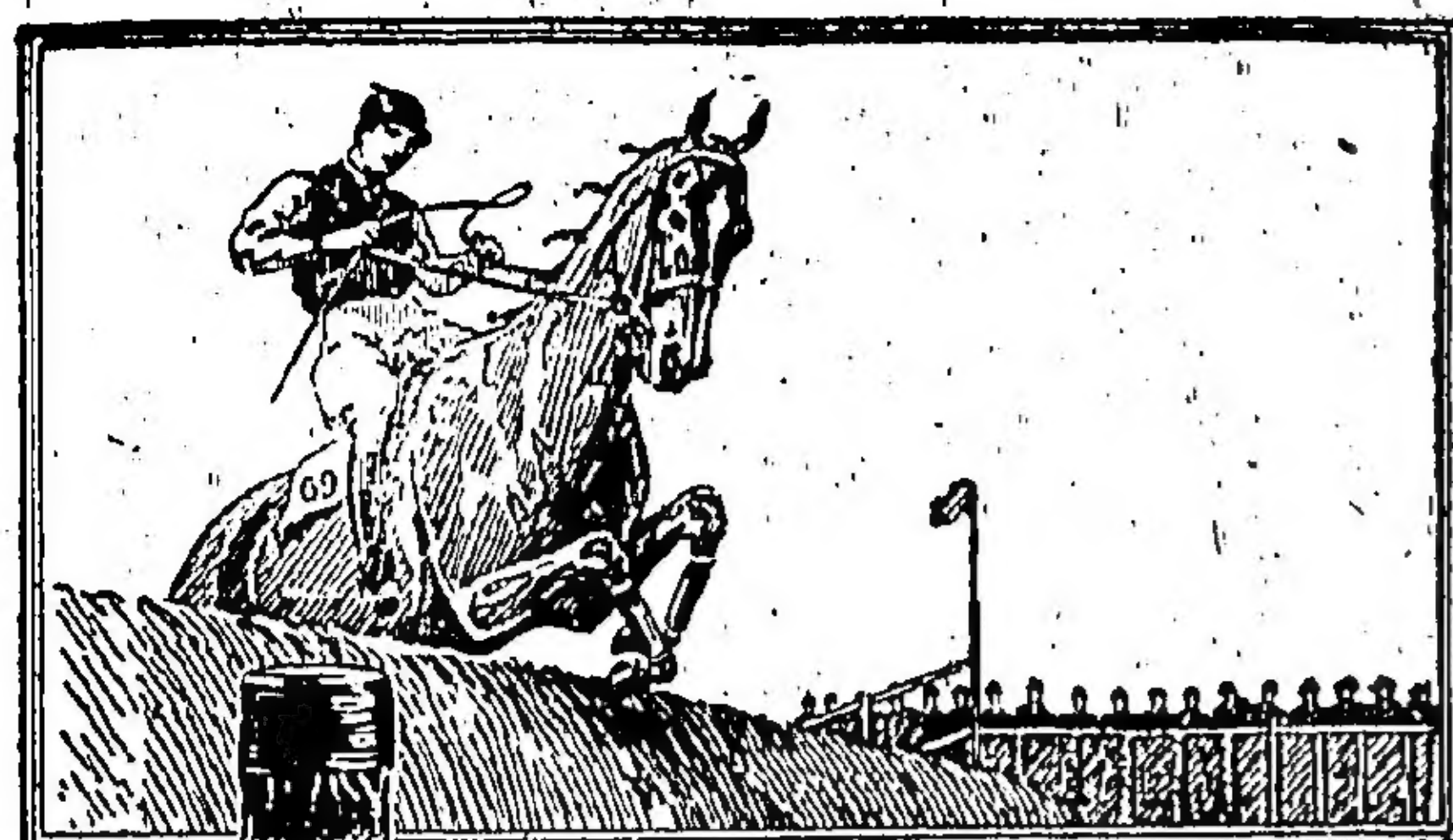
Girl: I maintain that love-making is just the same as it always was.  
Her Sweetheart: How do you know?  
Girl: I just read about a Greek maiden who sat and listened to a lyre all the evening.

These counterfeits lead a fast and spurious life.  
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## SUGGESTION OF A BLOOD FEUD.

COUNSEL'S CONTENTIONS IN EXTRADITIONS.

### FUGITIVE'S VERSION.

The extradition proceedings against Yip Tim, whose surrender is being sought by the Kwangtung authorities on charges of banditry and kidnapping, were continued before Mr. E. W. Hamilton at the Central Police Court yesterday afternoon, when the case for the defence was opened by Counsel, Mr. Hin-shing Lo.

Counsel said he felt it his duty as defending counsel in this case, where the probable consequences were of such grave concern for the man charged, to explore all sources of information and elicit the fullest possible facts, if by so doing he could arrive at a point where the sympathetic consideration of the Court could be evoked for the defendant.

In the course of the case it had been necessary for him to cross-examine a number of witnesses at considerable length, and that cross-examination the legal representative of the Crown had seen fit to say was wide of the point, and had seen fit to quote Archbold as his authority.

In reply to that, counsel would now like to say that any curtailment of defending counsel's rights of cross-examination was sufficient for the quashing of a conviction. He produced the decision of Lord Reading, then Lord Chief Justice, in a Home appeal case as his authority for this view.

Mr. Hamilton pointed out that as far as he was concerned, Mr. Lo had been given all the necessary facilities for cross-examination.

Counsel acknowledged the obligation he owed to his Worship on this account, but said that he wished to define the position of the Court as regards the point, for it had seemed to him that a wrong impression was given by his learned friend's citation of a portion of his reference.

Mr. Lo said his other points were concerned with the question of the receipt of the Governor's order and with the conduct of the proceedings before the appearance of the case in Court, but reserved these for argument at a later stage at his Worship's request.

### Alibi Claimed.

Continuing, counsel said that his case would be that the fugitive could prove an alibi; that the witnesses who had sworn the vital evidence against him, had perjured themselves, and that there had been a blood feud between the clans of which the two parties were representatives, from which much ill-feeling had been engendered, leading to a number of the witnesses being paid to come into the Court to give evidence in pursuance of a grudge.

At the material time, the fugitive was in Fukien province, in a region very distantly separated from Tse Kam district, and if the story of the prosecution was to be believed, here they had another Janus who in Greek mythology was capable of manifesting himself to two different views.

Briefly, the alibi to be established for the fugitive would be that he was in Fukien province at the material time, serving as a bodyguard to Colonel Chow Tse-keung, a noted military commander, who would be called as a witness to testify to that fact.

Another important detail for the defence would be that two of the five witnesses called were members of other gangs, who had assumed the surname of Lo for the purposes of the present case. They had come into Court to deprive the fugitive of his freedom, were in fact witnesses who had perjured themselves for pay. They had gone so far as to write to one of the witnesses for the defence, threatening his life and limb if he ventured into Court to give testimony.

## A "DRY" EMBASSY.

"USEFULNESS IMPAIRED."

New York, June 7. The New York Evening Post, criticising Sir Esme Howard's decision to have a "dry" Embassy says,—"It makes the Ambassador take sides in the most pressing question of domestic American politics. He will become a symbol in the fight between the 'wets' and 'drys.' An American Ambassador should not hold such a political position. Sir Esme Howard has definitely impaired his usefulness as British Ambassador to the United States."—Reuter's American Service.

Mr. Hamilton: Can you produce that letter?  
Mr. Lo: That may be produced in due course.

### Fugitive's Evidence.

Continuing, counsel said that the feud between the Lo's and Yip's in this case had been of ten years' standing, being revived from time to time in sanguinary disputes over matters of so much importance in the minds of these country people as the disposition of ancestral shrines and irrigation rights. Into these had naturally entered the question of *fungshui*, for which a man was ready to do much.

Called into the witness box, the fugitive, Yip Tim, said he came to Hongkong in January, 1926, and lived with his three wives and three children at Cheung Sha Wan before moving to Pak Heung Village, where he was arrested in connection with the present proceedings.

He was taken by the police to Au Tau Police Station, and subsequently driven in a car to On Long Market, where his photograph was taken, with the handcuffs left on him.

This was followed by two identification parades, held after he had been taken to Victoria Gool.

At the time of the alleged banditry and kidnapping, witness said he was in Fukien province where he was serving as bodyguard to Commander Chow Tse-keung. It was about the end of 1925 that he took up this post, and on April 18 of the following year, followed his Chief into Fukien province. Demobilised on July 28, he left military service and came down to Hongkong.

Replying to his Worship, witness said Colonel Chow Tse-keung was the commander of a force of 800 men.

Continuing, witness said that there had been a great deal of deadly animosity between his own village and that inhabited by the Lo clan, on account of *fungshui* business. A Yip tomb had been desecrated by a Lo, and there was a record of a big fight several years ago, since when there had been constant friction between the two clans on account of irrigation water rights.

He himself, owned a number of rice-fields. Lo Shu-nam whom, he knew as the head of his family, was on the other side. It was natural that there should be animosity between them, bred by the feud between their respective clans. The two villages were on the opposite side of a creek.

### A Witness Departs.

At this point witness was asked by counsel if he knew Lo Kam-shu, a principal witness of the prosecution.

Mr. Andrewes informed his Worship that Lo Kam-shu was taken ill, and had gone back into the country.

Counsel expressed his surprise at the development. He said that he had particularly wanted the recall of the witness in question for cross-examination on the point that his surname in reality was not Lo, but that he had assumed it on being paid to give evidence in this case. His departure for the country, counsel pointed out, was directed against his Worship's orders.

Mr. Andrewes, cross-examining for the Crown, questioned witness

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In regard to the identity of the principal witnesses, and witness disclaimed all knowledge of them with the exception of Lo Shu-sai. Their evidence in regard to his having committed armed robbery and his having taken these men into captivity for the purposes of ransom was wholly untrue. At the time of the alleged incident, he was in Fukien province, serving as a bodyguard to a well-known military man on a pay of \$12 a month.

The next witness called by the defence was the man referred to as Chow Tse-keung, a Chinese army officer. In examination by Mr. Lo, he said that he was living at 109, Tai Nam Street, Shamshui. He was the owner of a free Chinese dispensary, which he maintained at 141, Tai Nam Street, as a hobby, for the benefit of the poor of his countrymen.

He mentioned that he first served under Chan Kwong-ming (the Hakka General who at one time was a potential figure in Kwangtung province) for four years. When General Chan retired from the scene, witness served under General Hui Sung-chi, the Commander-in-Chief of the Kwangtung forces then starting out on the Northern military expedition.

### Served as a Bodyguard.

The fugitive served as one of his bodyguards at Swatow, and accompanied him when his force moved into Fukien province. He originated from the same district as the fugitive, and could say that there was a lot of bad blood between the Lo's and the Yip's of that district.

Questioned if the fugitive could have committed the acts alleged against him, witness said it was impossible for the fugitive to have done so, as he was with witness in Fukien province at the time.

Mr. Lo: You are contemplating taking up another appointment on the East or West River, and you are prepared to take the fugitive back as your faithful bodyguard if he is free?—I would immediately.

Witness was cross-examined by Mr. Andrewes as regards his credentials, and he stated that he would be again taking up a military appointment. He declined to disclose the party who would be giving him that appointment.

Mr. Andrewes: Are you known to any of the authorities in Canton?

Witness: I don't know any of them.

Is Worship: I gather that he belongs to the opposition. Asked for his opinion as to the motives which could have led the Lo's to swear false information against the fugitive in the case, witness said he thought the Lo's were working out an old grudge against the fugitive.

Witness was shown the offer of reward issued for the arrest of the fugitive, and which was stated to have emanated from the local Magistrate's yamen, and he declared that the document was not an authentic document. If it were a genuine poster, where was the plaster and gum which one would expect to adhere still to the back of the paper?

The case was adjourned until Tuesday afternoon.



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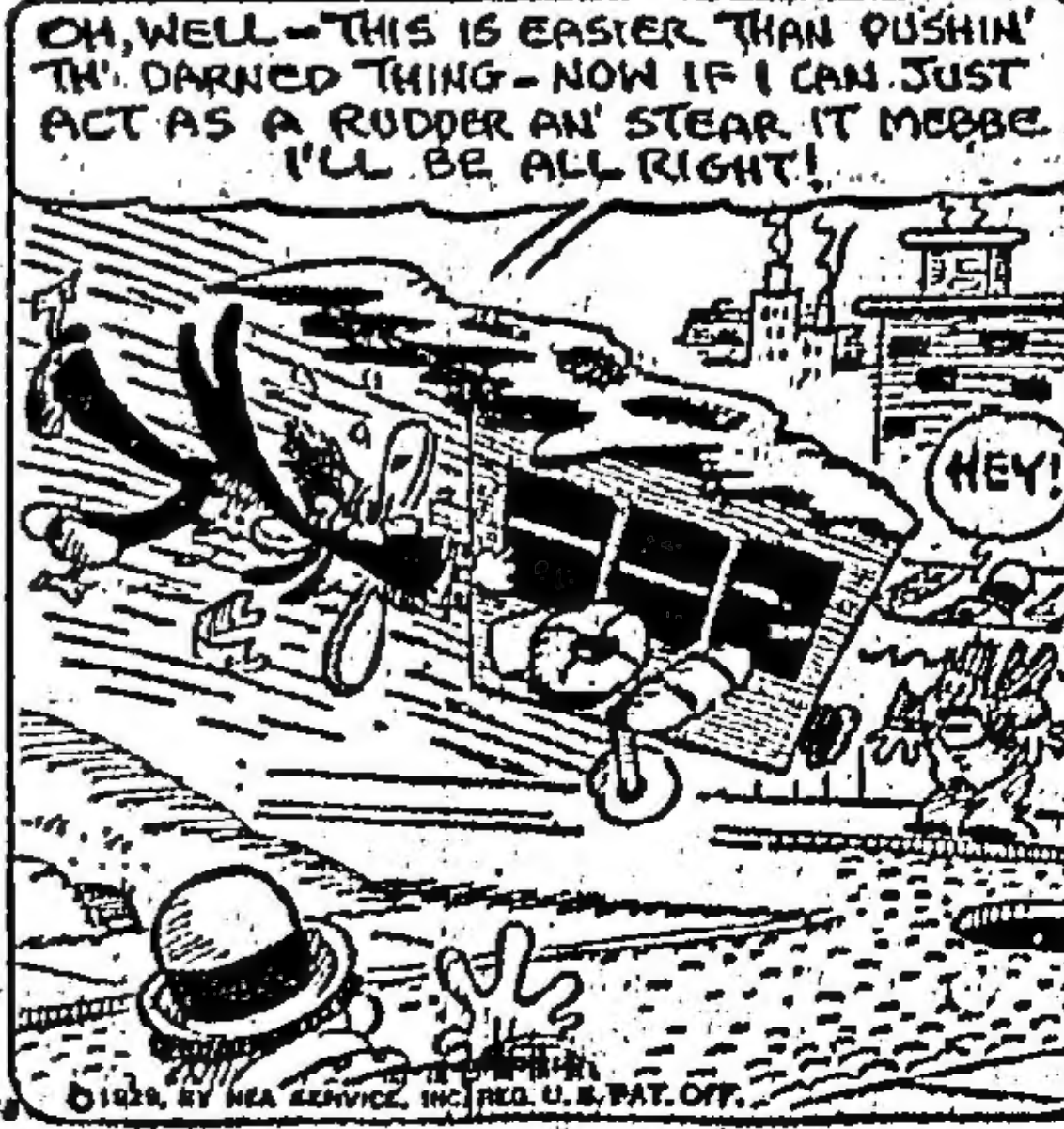
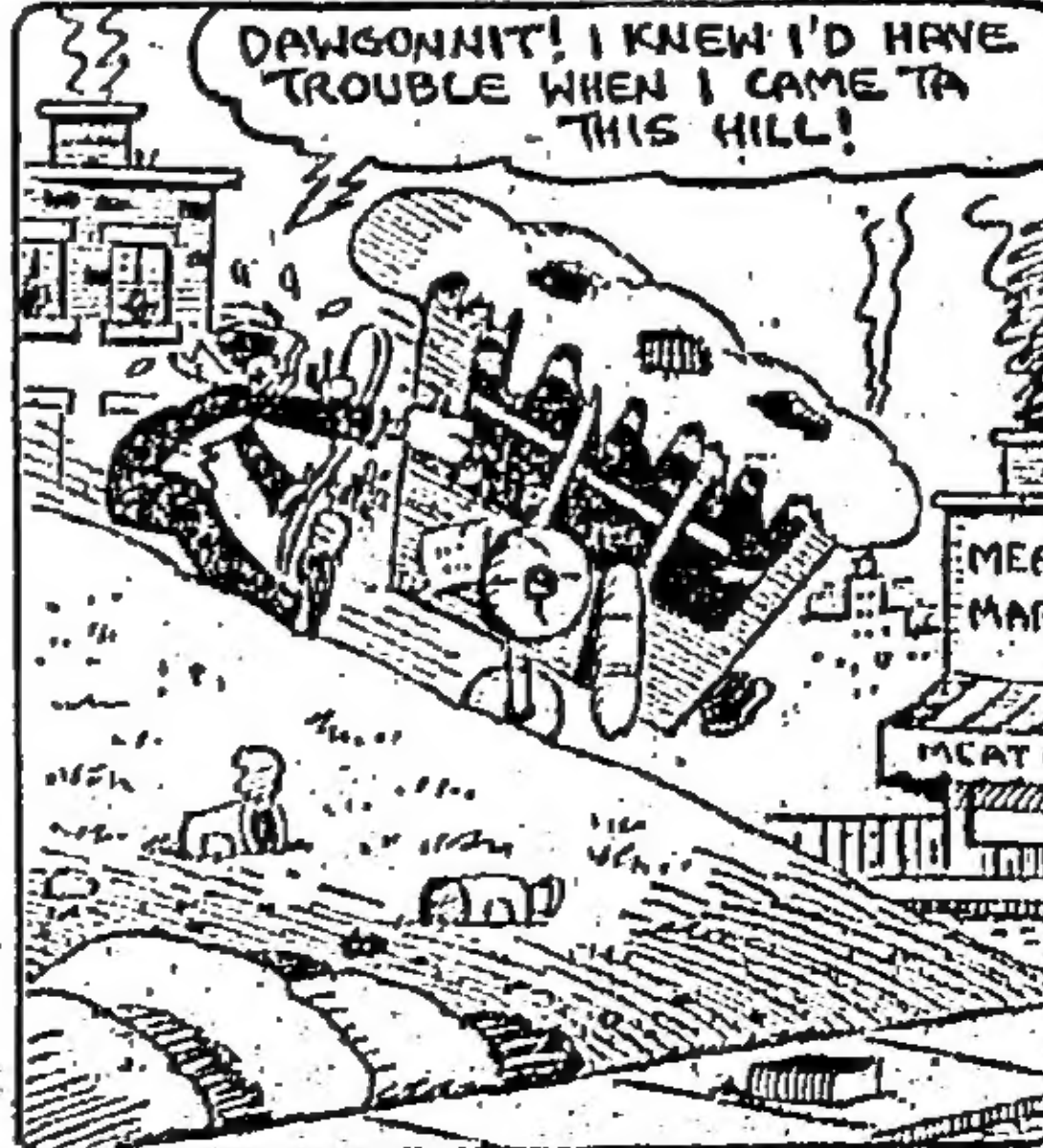
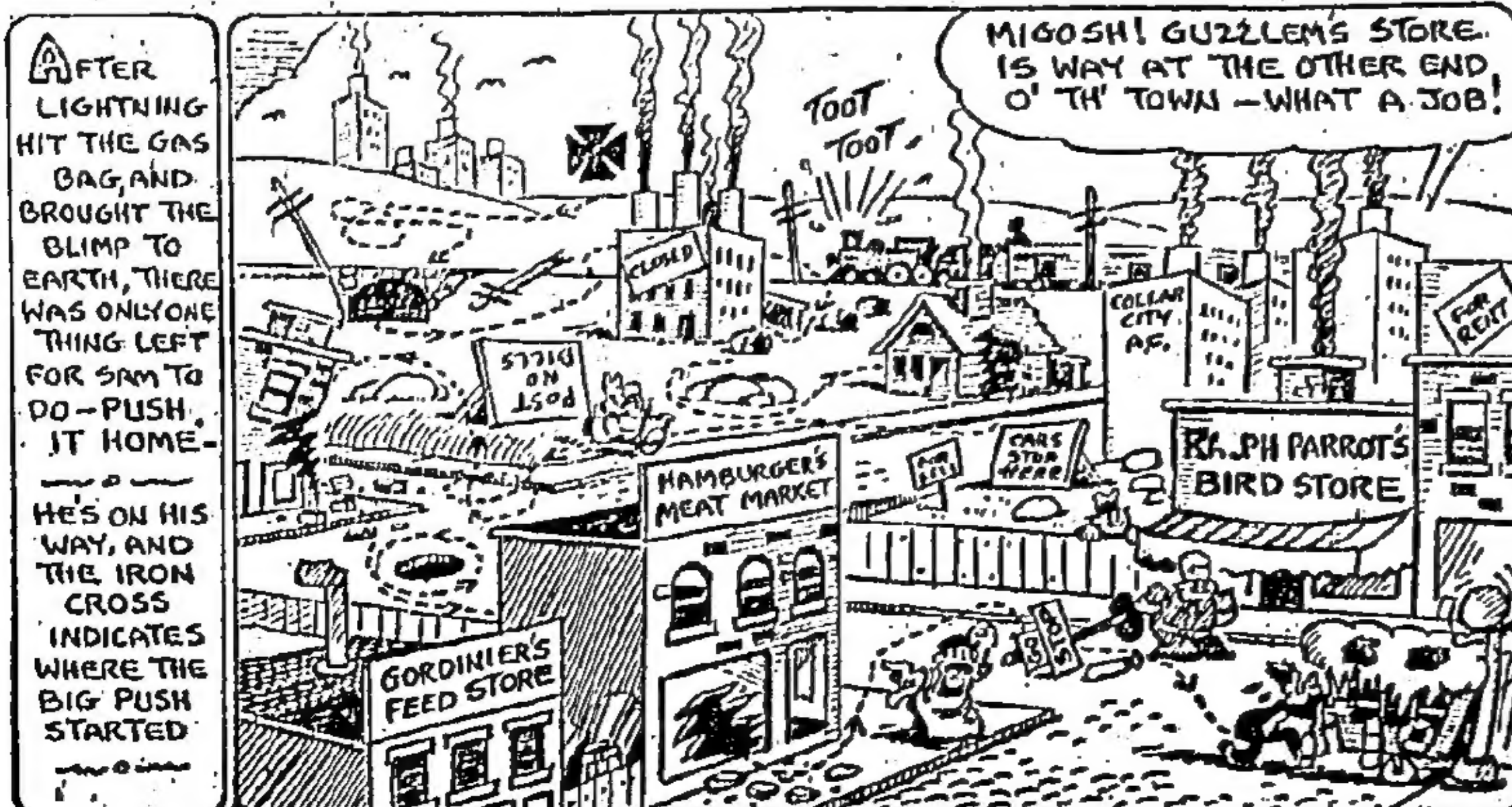
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**EXCITED WITNESS.****FORTUNE-TELLER'S  
EVIDENCE IN COURT.**

Some amusement was caused by a witness who gave evidence before Mr. T. S. Whyte Smith at the Kowloon Magistrate's yesterday in the case in which three elderly Chinese women were charged with being involved in the sale of a girl who was alleged to have been kidnapped from Hongkong.

Mr. H. R. Butters, of the Secretariat for Chinese Affairs, conducted the prosecution and Mr. D. H. Blake appeared for the three defendants.

The prosecution called a fortune-teller who stated that he was also a letter writer. It was not until after some difficulty that the witness was sworn in, the interpreter explaining that the man was very excited.

Witness was questioned by Mr. Butters regarding the promissory note which he had written and was asked who had gone to him to dictate the contents of the document. Witness replied that there were five or six people present and were all talking at once.

Mr. Butters: Whose mouth did you listen to?

Witness replied that it was such a long time ago that he had forgotten. When asked who were the people present, witness suggested to Mr. Butters that he should ask the girl who would be able to tell him as she was among those present.

Mr. Butters pointed out that he wanted to hear what witness had to tell the Court.

After some difficulty witness said that the three defendants were among the crowd gathered around his stall.

On being asked what were the names contained in the promissory note witness began to rattle off the names at such a great speed that the interpreter interposed and reminded him that he was not telling somebody's fortune.

Mr. Butters then asked witness a question about Chan Tai-ku (first defendant) but witness, instead of answering the query, turned towards the back of the Court and shouted, "Who is Chan Tai-ku? You had better answer." (Laughter.)

After further evidence Mr. Blake called the second defendant. She said that she had proposed to adopt the complainant as a daughter and when it was suggested that the girl should become a prostitute she questioned her and was told by the girl that she was in financial difficulties.

The case was adjourned. On her marriage at Brompton Oratory Miss Marie Louise Pendergast received the special blessing of the Pope.

**THE K.O.S.B. COURT  
MARTIAL.****ALLEGED OFFER TO PLEAD  
GUILTY.****A NEW DEVELOPMENT.**

A new turn has taken place in the Court Martial proceedings against Major Ogilvy, of the K.O.S.B., who is charged with negligence in regard to the P.R.I. accounts, at Murray Barracks. Yesterday afternoon the Judge Advocate, Mr. Somerset Fitzroy, asked the Press representatives to be very careful in the matter of two questions which were asked by Major Miles, for the defence, and asked them to read the questions and answers.

Major Miles, who was cross-examining Lieut-Colonel Comyn, suggested that it was a fact that Major Ogilvy had consented to plead guilty to the charges preferred against him on the instigation of Lieut-Colonel Comyn in order to "save the honour of the Regiment."

Major Miles to Lieut-Colonel Comyn:—When you took over the command of the battalion did you ever question the accused with regard to the organisation or the administration of the battalion?—Naturally, I left the promotion mainly in his hands. I had to rely on him as I was new to the battalion.

The President:—Say Yes or No.

Major Miles:—In 1927 did you receive orders from Command H. G. to hold your battalion in readiness for immediate removal from Hongkong?—There were a number of orders to that effect about that time.

Did you give the accused any indication of the order you had received?—I cannot remember. I probably did.

Did you say to Major Lake: "There is no need to mention the missing account and it will be better to say as little as possible to have the enquiry finished as quickly as possible," or words to that effect?

Colonel Comyn:—Yes. There was no charge against Major Ogilvy in connexion with the missing.

Major Miles:—Did you understand that the accused would retire from the service and from the Regiment and that nothing further would transpire?—Does that question arise?

Why did you say it?—For the reason I have stated. The missing account was settled by the other inquiry.

Major Miles:—Did you, in March or April, discuss with an

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officer who you believed would be a member of this Court Martial, details of this case?—No.

Major Miles:—Now consider this very carefully. Did you?—I again repeat, No. Can you name the officer?

Major Miles:—Yes, I can, if necessary. Do you wish me to do so?

The Judge Advocate:—I do not think it is necessary for the officer's name to be bandied about the place. Will you write the name on a slip of paper?

Major Miles did so and handed the slip of paper to the Court, stating "this is the name of the officer."

Major Miles to Witness:—Did you ever discuss this matter with the officer whose name I have written on this slip of paper?—Yes, I may have discussed it with him, but only in a general way.

**Offer to Plead Guilty.**

The Judge Advocate:—I take it, and this is a serious point that this officer is not connected with the present Court?—No.

Major Miles:—Did the accused tell you that in order to save the honour of the regiment and in order to avoid publicity and a long drawn out Court Martial, that he would plead guilty?

The Judge Advocate:—But where is this leading to?

Major Miles:—I suggest that this witness, Lieut-Colonel Comyn, blamed the accused with regard to his subsequent actions.

Major Miles to the Witness:—Did you say to the accused that you had seen the officer whose name is written on the slip of paper, and that you had both agreed it would be best for the accused to plead guilty, and then he would only be reprimanded?

The President:—I think we had better deal with these questions in private.

When the Court resumed, the President said, "The Court was closed to consider whether the two questions shall stand, and we have decided that they shall."

The Court then adjourned until this morning.

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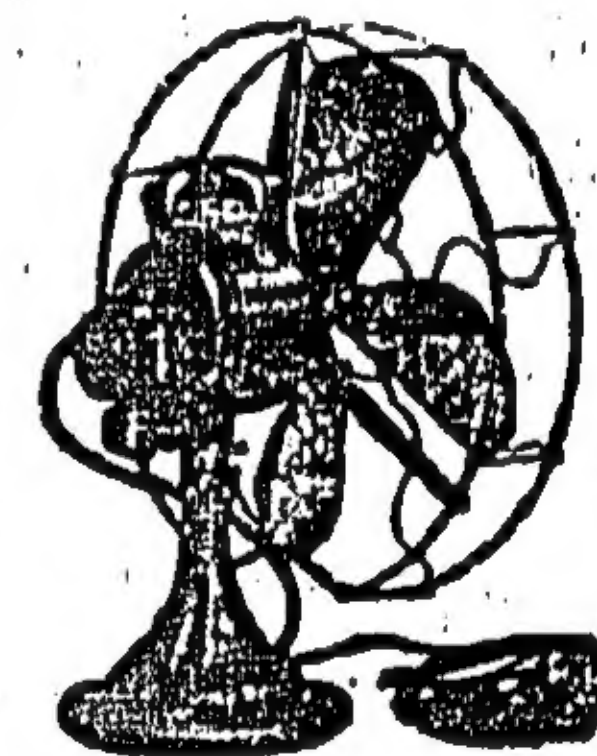
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The College has vacated its premises at Prospect Place and Pokfulam. The new Tel. No. at Stanley is C.6264. Mr. H. Hoi Tung, c/o Banker & Co., Bank of China Building is kindly representing the College in the Town. Messrs. Thomson & Co., York Building, are the Treasurers and Business Agents. Enquiries may be made at either of these addresses.

F. A. BRITTON, Acting Warden.

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Particulars may be obtained on application at the Treasury, or to the Crown Solicitor at the Courts of Justice.

C McI MESSER,

Colonial Treasurer.

Hongkong, 21st May, 1929.

## CHURCH NOTICES.

## To-morrow the Second Sunday After Trinity.

## LOCAL SERVICES.

St. John's Cathedral, Hong Kong, June 9th, 1929. 2nd Sunday, after Trinity. Choral Eucharist, 8 a.m. Children's Service, 10 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. V. Koop, Evening, 6 p.m. Preacher: The Lord Bishop.

Union Church, Hong Kong, Sunday, 9th, June 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher, Rev. F. C. Young. Hymns, 133, 767, 108, 440. Evening Service, 6 p.m. Preacher, Rev. F. C. Young. Hymns, 322, 232, 183, 508.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "God the only cause and Creator." The "Sunday School" is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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Hongkong, June 1, 1929.

## \$1,000,000 INCOME FOR B.C.C.

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The British Broadcasting Corporation received an income of £1,002,505 last year, and spent £879,324 of it in providing and carrying out programmes for 68,000 hours of wireless transmission.

The balance of £123,181 is nearly all to be spent on developing the broadcasting service, the largest item being the provision of £100,000 for the building and equipping of regional stations.

Wireless licences provided £871,763 during the year.

The figures are given in the second annual report of the Corporation, published recently (Stationery Office, 4d.). The following are the more interesting points from the report:

## National Orchestra.

Negotiations with Sir Thomas Beecham for the creation of a large permanent orchestra in London for symphonic work of the first order by simultaneous broadcast are progressing satisfactorily.

## Dramatic Productions.

The demand for these has increased, and about 100 long and short plays have been transmitted. Efforts to perfect the technique of radio drama, and to improve the standard of acting, are continuing but "complete" satisfaction will not be attained until more specialist artists have been found.

## Revenues and Light Entertainment.

These have "a great following." "Week's Good Cause" and S.O.S. The Sunday evening appeals during the year are known to have produced approximately £60,000 from listeners. Lord Knutsford's appeal for the London Hospital drew £19,050.

Of 751 SOS messages, 42.1 per cent. were successful, and 4.5 per cent. of unknown result.

## Education.

Schools on the London and Daventry school broadcast register number roughly 6,000—an increase of 1,000 over 1927.

## MAKING THE SAHARA FERTILE.

## PROGRESS OF GIGANTIC SCHEME.

Mr. Dwight Braman, of Boston, U.S.A., whose scheme for making the Sahara fertile was described at length some time ago, reports that his plan has gone steadily forward and will be presented to the Parliament of Tunis immediately.

An operating company, the Compagnie Sahara, has been incorporated under French law with the following incorporators: Sir George Armstrong, Colonel Henry C. Warren, Mr. Herbert L. Blekford, Prince Francis Ruspoli of Rome, Mr. Watson C. Emmet, Mr. Braman himself, and Mr. John F. Stevens, who was, for a period, chief engineer and chairman of the company which constructed the Panama Canal.

The chief feature of Mr. Braman's plan was to flood a large area south-east of Gabs by a series of canals, and thus irrigate the land further south by other canals.

It is now his intention to construct a concrete harbour at Gabs, capable of receiving any vessel of 55,000 tons or less drawing 40 feet of water, by building a breakwater out into the sea. Gabs was specially selected, as it is the only port on the Mediterranean where there is a rise and fall of tide of seven feet.

An Island "Sea." As this harbour will be at the head of the canal leading to the new "sea" which Mr. Braman intends making, the question of transport for the country which is contiguous to that "sea" will be settled.

The canal will be sufficiently wide to allow two large ships to pass each other, and at its western end a lock will be constructed to shut off salt water.

The Island "sea" will cover certain "scotches" or fresh water lakes, some of which are 150 feet below sea level. It is Mr. Braman's idea to use the sea water to fill the lower holes in the desert, which are the scotches, allowing the fresh water to flow over the salt. The area of these scotches is 12,000 square miles.

A series of dams, such as Mr. Braman used for the irrigation of California, each of which will cost 30 million francs (£240,000) will then be constructed to assist in irrigating by artificial lakes all the country south of the Aures Mountains to the Northern boundary of the Sahara, which is now a desert.

Mr. Braman states that a former Resident General of Algeria experimented on this desert land, and found that, with water, it was capable of producing 100 bushels of wheat to the acre. Mr. Braman believes that Pliny knew of this country and wrote about it. He himself has discovered, in his explorations, many signs of Roman ruins, and states that the ruins of Timgad show that the population of that city must have been at least 500,000.

Mr. Braman has, he declares, had all the possible water supplies over this vast area tested and surveyed. He has found that 166 rivers, flowing down from the Aures Mountains, at present are wasted in the sands of the Sahara, and he has discovered that two subterranean rivers flow under the desert.

His most interesting discovery, however, was made from some surveys which were prepared at a depth of 110 feet. These disclosed four inches of shale, which was penetrated and revealed an ocean of fresh water underneath. These discoveries have greatly assisted the possibilities of constructing the island sea, and made practical the opportunities for irrigating the land further south.

Mr. Braman states that so impressed is Mr. John F. Stevens with the possibilities of his scheme that he has placed at his disposal all his experience and knowledge of the Panama Canal construction, as he is convinced that the opportunities for a new civilisation in the Sahara are now made possible by Mr. Braman's scheme.

## POST OFFICE NOTICE

## RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

The Public are again reminded that the postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the sender's name and address they are disposed of in the Dead Letter Office.

Until further notice radio telegrams will be accepted for transmission to the Kwangai Stations at Wuchow, Nanning and Luchow at \$0.10 per word—the receiving station charge will be payable by the addressee. A similar charge will be collected at Hong Kong on messages from these places.

## INWARD MAILS.

From	Per	Date
U.S.A., Canada, Japan and Shanghai	Pres. Cleveland	June 8.
Straits	Mitsuboshi	June 9.
Straits	Suwa Maru	June 9.
Amoy	Pres. Lincoln	June 10.
Shanghai and Amoy	Palm	June 10.
Japan, Shanghai and Europe via Siberia (London, 18th May)	Sado Maru	June 10.
Australia and Manila	Changto	June 11.
Straits	Tilington Court	June 11.
Shanghai	Aeneas	June 11.
Japan and Shanghai	Atsuta Maru	June 14.
U.S.A., Honolulu, Japan and Shanghai	Pres. Adams	June 15.
Canada, U.S.A., Japan and Shanghai	Empress of Russia	June 17.
U.S.A., Honolulu, Japan and Shanghai	Pres. Madison	June 17.
Japan and Shanghai	Angers	June 18.
Australia and Manila	Aki Maru	June 20.

## OUTWARD MAILS.

For	Per	Date and Time
Haiphong	Canton	Sat., June 8, 1.30 p.m.
Saigon	China Johnson	Sat., June 8, 4 p.m.
Manila	Pres. Cleveland	Sat., June 8, 4.30 p.m.
Samahai and Wuchow	Tai Ming	Sat., June 8, 4.30 p.m.
Formosa	Sourabaya Maru	Sat., June 8, 5 p.m.
Saigon	Halvard	Sat., June 8, 5 p.m.
Straits	Angair	Sat., June 8, 5 p.m.
Amoy	Kwangtung	Sat., June 8, 5 p.m.
*Straits and Calcutta	Muroran Maru	Sat., June 8, 5 p.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., June 9, 9 a.m.
Bangkok via Swatow	Kyning	Sun., June 9, 9 a.m.
Shanghai, Japan and Europe via Siberia	Suwa Maru	Mon., June 10, 10.30 a.m.
Swatow	Hydrangea	Mon., June 10, 2.30 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and *Europe via Victoria B.C. and Europe via Siberia	President Lincoln	Tues., June 11.
	Parcels	June 10, 6 p.m.
	Registration	June 11, 9.45 a.m.
	Letters	June 11, 10.30 a.m.
	(Due Victoria, B.C. 1st July.)	
Swatow, Amoy and Foochow	Haiyang	Tues., June 11, 1.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles	Aeneas	Tues., June 11.
	K.F.O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G.F.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 12th July.)	

Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and *Europe via San Francisco and Europe via Siberia	Tenyo Maru	Wed., June 12.
	Registration	June 11, 5 p.m.
	Letters	June 12, 8.30 a.m.
	(Due San Francisco 6th July.)	
Swatow	Foo Shing	Wed., June 12, 8.30 a.m.
Swatow, Amoy and Foochow	Hai Ching	Fri., June 14, 1 p.m.
Straits and Calcutta	Yuensang	Fri., June 14.
	Parcels	noon
	Letters	1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Atsuta Maru	Sat., June 15.
	K.F.O.	
	Registration	June 14, 4.30 p.m.
	Letters	June 15, 9.00 a.m.
	G.F.O.	
	Registration	8.45 a.m.
	Letters	9.30 a.m.
	(Due Marseilles 15th July.)	
Manila	Pres. Adams	Sat., June 15, 5 p.m.
Sandakan	Mausang	Sun., June 16, 8.30 a.m.
Shanghai, Japan and *Victoria B. C. Shizuka Maru		Mon., June 17, 8.30 a.m.
	(Due Victoria B. C. 12th July.)	

Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Angers	Tues., June 18.
	K.F.O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G.F.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 19th July.)	
Manila	Emp. of Russia	Tues., June 18, 8.30 p.m.
Manila	Pres. Madison	Tues., June 18, 4.30 p.m.
Japan	Aki Maru	Thurs., June 21, 9.30 a.m.
	Correspondence bearing vessel's name only	

## ROUND THE WORLD BY ZEPPELIN.

## JOURNEY IN 21 DAYS.

Berlin, May 8. The time-table for the Summer flights of the Graf Zeppelin have now been completed, and it is certainly an ambitious one since it includes a trip round the world.

The Spring programme having been completed with a flight to Vienna, the Summer programme now starts with a flight from Friedrichshafen to New York arranged for May 15.

Already a varied list of freight has been registered. This includes advertisement articles, electrical and medical apparatus, jewellery, and other merchandise. Probably to be included in the first category are what is termed "a genuine Rubens painting," a grand piano, and two live gorillas. If the gorillas should happen, however, to die on the trip the advertisement for all concerned would not be a happy one, so that the Zeppelin authorities are wondering what to do. About May 25 the Graf Zeppelin is to be back in Friedrichshafen.

## Berlin-Venice in a Day.

Now that the compromise has been arrived at over the subsidising policy of the Reich for aviation the Lufttransport is able to publish some ambitious improvements for its summer programme. These include an air service from Berlin to Venice, enabling the passenger to travel from Berlin to Venice in one day. Another quick service provides the passenger with a fast night train from Berlin to Stuttgart, whence he flies via Bielefeld to Barcelona. Barcelona is thus less than 24 hours from Berlin.

## HONGKONG HOTEL

## BARBER'S SHOP

Re-opened

1st Floor, Hongkong Hotel.

THE HONGKONG &amp; SHANGHAI HOTELS, LTD.



Stays in  
Perfect  
Trim



Pressureless  
Touch—  
Non-Breakable  
Barrel

25% lighter than rubber.

"Sure-fire" every time you call on it to write—that's why the Parker Duofold—already a 2 to 1 favorite among students—is constantly increasing its lead.

Mandarin Yellow with smart black tips is the latest effect that this style starter introduces. Duofold in Black-tipped Lacquer-red, Jade, Lapis Lazuli Blue, or Flashing Black and Gold—is the same pen in a different dress.

Give your eyes a feast—give your hand a treat, at the nearest Parker Duofold pen counter.

Sole Wholesale Agents:  
Dodge & Seymour (China), Ltd.  
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**Parker**  
Duofold

THE  
BEST  
AND  
CHEAP-  
EST  
PER-  
MAN-  
ENT



HAIR WAVING IN THE COLONY  
**Mrs. BETEN**  
Tel. K. 681, Extension Room 34.  
PENINSULA HOTEL

**MRS. MOTONO**  
HAND & ELECTRIC  
MASSAGE

No. 51B, Top Floor, Wyndham St.  
Hongkong.

**STORAGE  
ADVANTAGES**

CENTRAL POSITION  
Competent Service  
MODERATE RATES

**FIAT GARAGE**

67, Des Voeux Rd. C. Tel. C. 4821.

**TO-MORROW  
at the QUEEN'S**



**TO-MORROW  
at the QUEEN'S**

**NOW ON SALE**

Latest Dance Music  
Orchestration & Victor  
Orthophonic Records  
as well.

A. Gay Caballero.  
Chiquita.  
Sonny Boy.  
That's My Weakness Now.  
Carolina Moon.  
Angela Mia. (My Angel).  
Neapolitan Nights.  
Ramona.  
Little Mother.  
Laugh, Clown, Laugh.  
My Inspiration is You.  
Old Man River.  
Bum Song.  
Hallujah, I'm a Bum.  
Beggars of Life.  
Get out and get under the Moon.  
Memories of France.  
Poor Punchinello.  
Song of the Prune.  
There's Rainbow round my shoulder.  
Varsity Drag.  
Where were you, where was I.  
The Best things in Life are Free.

&c., &c., &c.

**TSANG FOOK PIANO CO.**  
Ice House Street,  
Tel. C. 4648.

EXPERT MASSEUR.  
and all kinds of chronic  
ailments.

Madame E. AKAJI.  
Madame H. MORITA.  
14, Arbutnot Road (top floor),  
Tel. No. C. 4305 Cures Rheumatism,  
Nervousness.

**METALS**

of all kinds especially for ship-  
building and engineering work.  
Complete stock. Best Terms.  
Immediate delivery.

**SINGON & CO.**  
ESTABLISHED A.D. 1899.

HING LUNG St.  
Phone .....Central 501.

# WOMAN'S WORLD

FOR OUR LADY READERS.



For the "youngest debutante" is this dainty dance dress in shell pink lace. The skirt is a mass of petalled frills, while the simple, fitting bodice is prettily trimmed with a cluster of shaded pink flowers set in the centre front—a very uncommon note!

## For the Housewife.

### NEW NOTE IN FURNITURE.

The fresh, sane, and essentially English character of its designs, the beauty of the woods employed, the high standard of craftsmanship, and, lastly, its unusually moderate price, have already secured for Stark Furniture a popularity that is daily growing.

Almost Greek-like simplicity and beauty of outline distinguish it, and no attempt has been made merely to achieve originality at all costs. New ideas are presented, yet the old traditions are not despised, and they are sometimes applied in new ways. The furniture is solid and well-proportioned, and while not too square nor too formal, neither does it disport itself in fantastic curves.

Extremes of all kinds are avoided.

### Beautiful Woods.

The decoration is restrained, and some delightful pieces of walnut and weathered oak furniture are ornamented with clever combinations of wood in marqueterie. Liane, a wood from Peru, with a grain rather resembling snowflakes, is inlaid in a walnut cabinet, while eucalyptus and ebony are effectively used in another instance.

Interesting small objects are available besides the usual furniture. There are bread platters made of old English oak, with curved brims to prevent the crumbs from being spilled; Cuban mahogany bowls for holding lavender, visiting cards, &c.; small picnic plates in English natural brown oak, or in yew; wooden stands for tumblers containing hot liquids, and watch stands.

### For the Modern Office.

Besides articles of furniture ideally suited to the modern house or cottage, similar furniture is designed for the modern office. Not only is it pleasing in appearance, but the pieces are constructed with a view to practical utility.

## Women.

### DO THEY ENJOY LIFE?

"Men Laugh with their Hearts,  
Women Only with Their Mouths."

Women do not get as much fun out of life as men do. I wish they did, but they don't. Girls sometimes do. Their minds are generally taken up with thoughts of such matters as marriage and a career. Later on, when they have found out that neither marriage nor a career is permanent, they get disillusioned. One sees the disillusioned expressed on so many women's faces nowadays, and I cannot believe it is a sign of happiness.

Certainly a woman finds a joyous adventure in the buying of a new hat, but, alas! the joy is often ephemeral. I think a man gets far more pleasure out of cleaning the oldest and the dirtiest of his pipes than a woman does out of buying four new hats. You have only to watch the rapt expression on a man's face when he is pulling a piece of string through the stem of his favourite briar to realise the truth of my statement.

Of course, all men are not selfish, and a nice man will at times share his happiness and ask you to hold one end of the string for him! But it is not the same thing. No woman cares for pleasures at second-hand.

Why, a man seems to get fun out of anything! He'll sing, or try to, when he is having a cold bath. And think of the thrills he gets out of his car! If you see a man on the ground grovelling under the chassis, his face all covered with oil and grime, you may be certain he is having a glorious time. Some men must buy cars simply for the fun of disintegrating them on Saturday afternoons, but I never heard of a woman doing so.

The Japanese proverb is right: Men laugh with their hearts, women only with their mouths.

I know which I'd rather laugh with, and I know who have the most fun—MEN.—K. F. S. In Exchange.

## What the Election Means for Me.

[By a Candidate's Wife.]

When my husband was first asked to stand for Parliament I was consumed by pride and excitement. Little did I realise what was in store for me.

I have learnt better now. I know that a general election means worry, and work, and weariness—for all a household and not least for me.

### Real—and Alleged—Workers.

Electioneering always involves entertaining on a large scale. "Star" speakers from London will stay the night; chairmen will be brought in for dinner; and all sorts of workers (real and alleged) will arrive at unexpected moments. One and all must be treated graciously and made to feel at home.

But the giving of hospitality is only the beginning of it all.

### Being "Spontaneously" Polite.

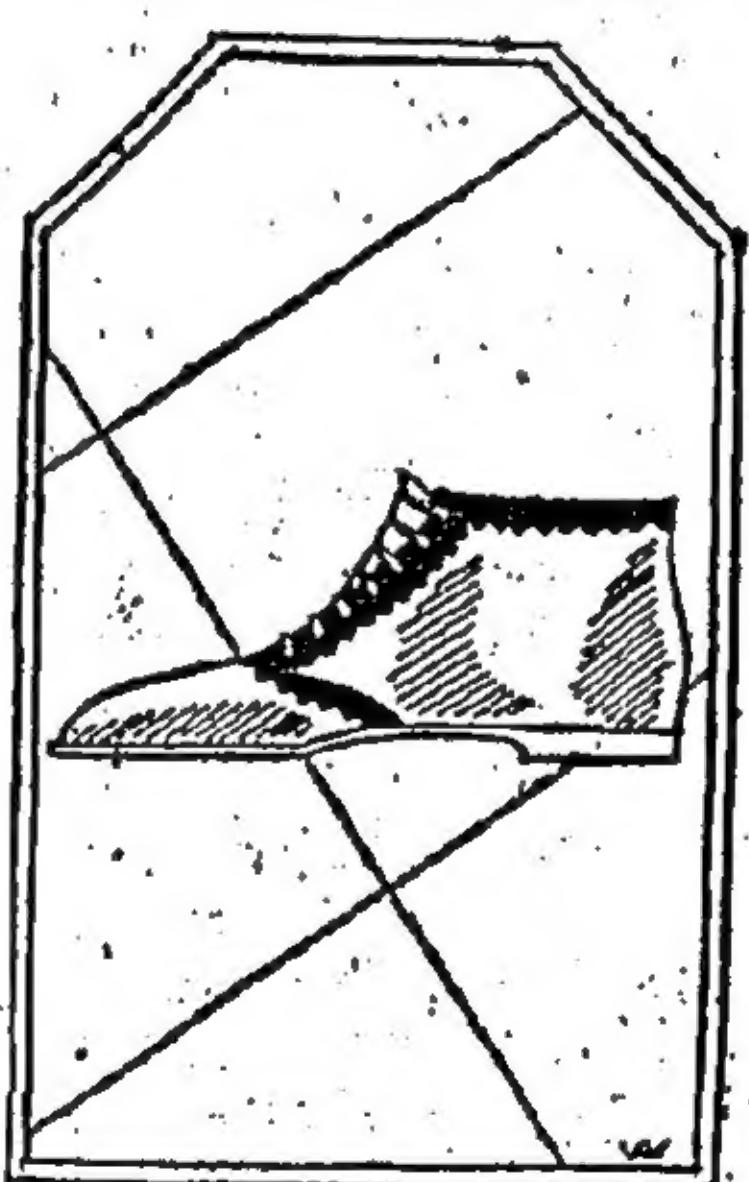
I have to put in an appearance at my husband's many meetings and hear the same speeches made over and over again in the different village halls. I have to organise "women's meetings" and talk pleasantly over the telephone. I must also take an active part in the canvassing—joking with some people, pleading earnestly with others, ignoring personal affronts, and, whatever happens, I must be polite—not studiously polite, but "spontaneously" so.

### Masculine Hints on Dress.

In spite of all this rush and strain I have to remember to be specially careful of my appearance. "Not loud, of course, Mrs. Blank," says my husband's agent, "nor yet too stand-offish, but neat and dignified and just a trifle 'fetching'!" At the same time John says, "For goodness' sake, dear, don't waste valuable time in 'utivating yourself up'!"

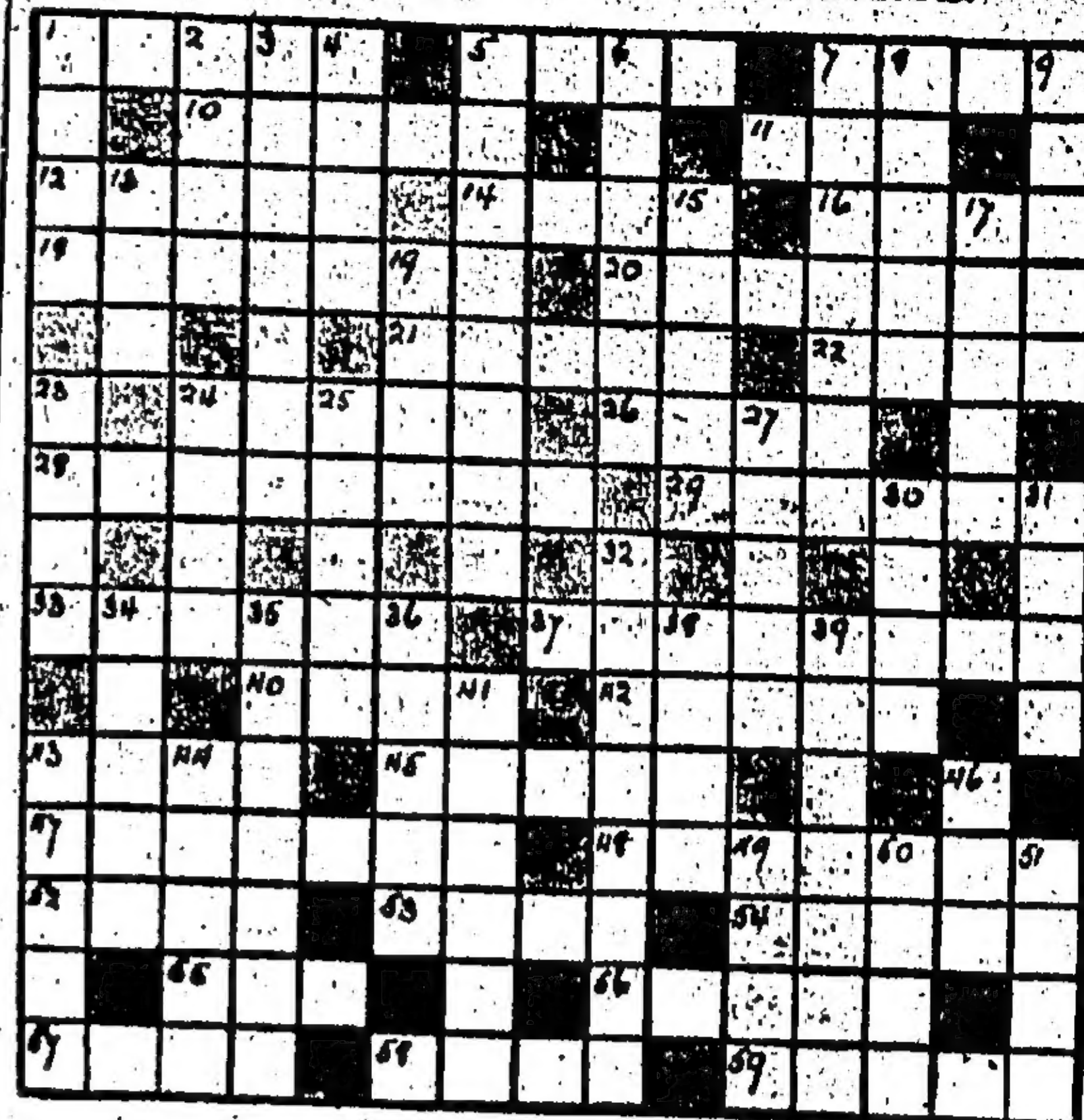
This time, just as before, I shall be hustled, apprehensive, bewildered, browbeaten. But when it's all over and John's name heads the poll once more, I suppose I shall say again, "Well, dear, after all it was worth it!"

## Latest for Tennis.



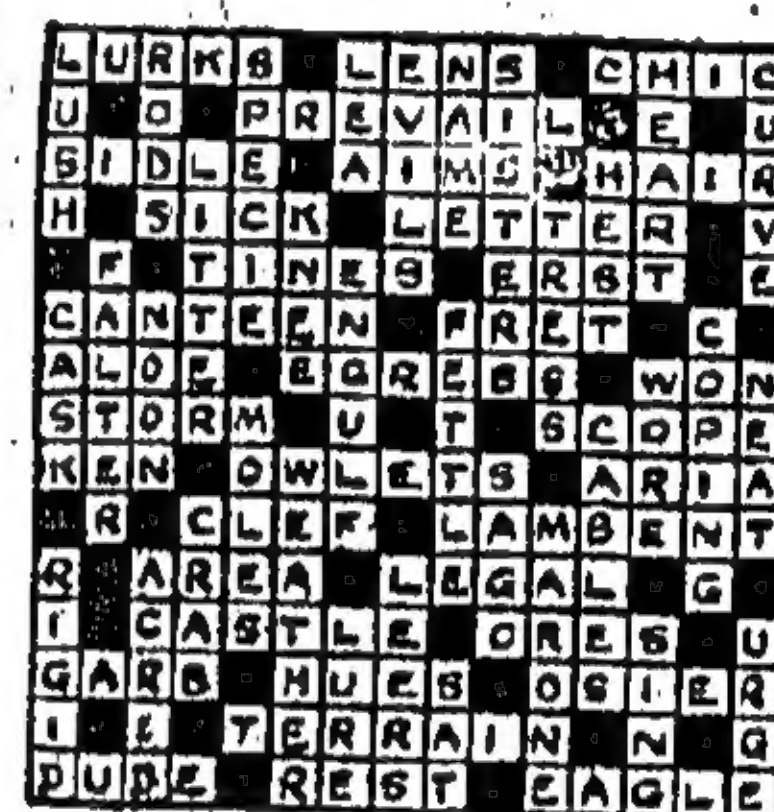
A smart new tennis shoe of white buckskin has a trimming of red leather with pinked edges.

## OUR NEW BRITISH CROSSWORDS.



- Across
- Kind of basket.
  - Swift.
  - Locality.
  - Code.
  - By way of.
  - Sly looks.
  - Order of the Lily.
  - Large plant.
  - Those who prepare hides.
  - Sloping roof timbers.
  - Paragraphs.
  - Agas.
  - Make rotten.
  - Scorch.
  - Authorises.
  - Mother's daughter.
  - Charity.
  - Emphasised.
  - Alcoholic drinks.
  - Long-eared animals.
  - Pertaining to wings.
  - Sooner than ordinary.
  - Sliders.
  - Species of tenure.
  - Island.
  - Close.
  - Tunes.
  - Go astray.
  - Inciter.
  - Turns and scatters new-mown grass.
  - Employer.
  - Attempt.
- Down
- Young horse.
  - Ending to a prayer.
  - Violent hurricane.
  - Gaelic.
  - Banquet.
  - Tumults.
  - Artists' models.
  - One who pares.
  - Ringlet.
  - Organ of hearing.
  - Makes comfortable.
  - Oblique.
  - Star to anger.
  - Smaller.
  - Semicircular projection in a building.
  - Live.
  - One that levels at.
  - Fling.
  - Travel by horse-back.
  - Those trained in physical exercise.
  - Hauls.
  - Stores.
  - Prophecy.
  - Beams.
  - Fastens.
  - Wrist ornaments.
  - Term connected with grazing.
  - Sickened.
  - Turkish commander.
  - Inspiration.
  - Tunes.
  - See at a distance.

### Yesterday's Solution.



## GRAND CORONAS

TINS  
of  
50



TINS  
of  
50

22  
Des Voeux  
Road C.

*Yours Truly*  
Tobacco Co.

'Phone  
Central  
1856

## YOUR OPPORTUNITY

**SURPLUS STOCKS  
OF TALCUMS**

Offered at greatly reduced prices.

**THE COLONIAL DISPENSARY.**

13, QUEEN'S ROAD CENTRAL.  
Tel. C. 1877.

## FRECKLES AND HIS FRIENDS

### How They Looked to Freckles

By Blosser





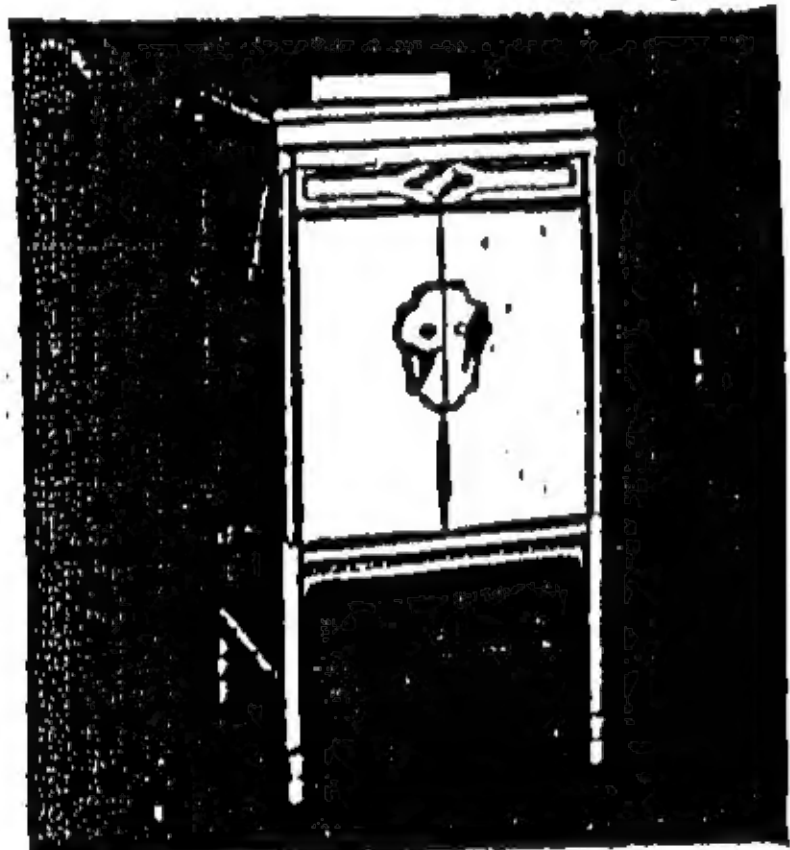
Dewar's

WHITE LABEL



THE WHISKY OF DISTINCTION

Money can't buy  
**Better**  
**Music**



If YOU were a king, you could not command better talent than is brought to you by the Orthophonic Victrola and Victor records. Yet Orthophonic Victrolas do not cost a mint of money. Indeed, you can even purchase them by paying so much down and so much a month. Plan to come in our store some day soon and see what fine-looking Orthophonic Victrolas we have and how reasonable they are in price. Visit us soon.

S. MOUTRIE & CO., LTD.  
VICTOR DISTRIBUTORS. CHATER ROAD.

**FOR GIRLS**  
Cotton Dresses —  
\$4.50 to \$8.50  
Trimmed Rush Straw Hats  
FOR ALL AGES



PARTY FROCKS  
FOR TINY TOTS

Boys' White Drill Sailor Suits  
and  
Panama Hats.

**Lane, Crawford, Ltd.**  
GROUND FLOOR.

## THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED  
IN LOCAL BUILDINGS  
IS PROOF OF THEIR  
SUPERLATIVE MERIT.

THE MAJORITY OF  
LIFTS YOU USE  
ARE  
WAYGOOD-OTIS

ERECTED & MAINTAINED  
BY

**DODWELL & CO., LTD.**

SOLE AGENTS FOR  
HONGKONG & SOUTH CHINA

The  
**Hongkong Telegraph.**

SATURDAY JUNE 8, 1929

### A GOOD START.

If it can be said that one question more than another dominated the recent General Election, then assuredly it was the unemployment problem. By common consent, it was the most serious of the problems facing the country; and it, of course, remains so to-day. The Conservative approach to it during the election campaign was not very satisfactory; it savoured too much of leaving the issue to straighten itself out when better industrial times were experienced. The Liberals, on the other hand, made this question the feature of their programme, even to the extent of producing a ready-made scheme for the conquering of unemployment. The public reaction to the Liberal plans, however, seems to suggest that the average voter regarded them as they would the promise of a quack to cure them of illness within a specified number of days. The Lloyd George scheme, at any rate, was not taken at the valuation set on it by its sponsor.

The Labour Party throughout the campaign kept the problem well to the fore, and, whilst not making any definite promises except on broad lines, its leaders did give an undertaking that this would be one of the first problems to be tackled. It was natural, of course, that this should be so, because so many of the party's followers have learned from experience what unemployment means. Now comes the news that a separate Ministry is to be created to deal with this subject, to be placed in the charge of Mr. J. H. Thomas, who, it is generally conceded, is one of the most level-headed men in the Labour movement. This is a step of first importance, and under the guidance of Mr. Thomas we have no doubt that every aspect of the problem will be thoroughly explored. Some of the lines of possible action have already been indicated, of which the railway improvements and the suggested revival of the Trade Facilities Act are of special interest. The increasing of old-age pensions so as to remove aged workers from industry and thus open up opportunities for younger men who are unemployed is another suggestion which bears the stamp of sincerity. What is of particular importance also is the proposed establishment of an Economic Committee under the chairmanship of Mr. Thomas

to co-ordinate the work of Government departments, particularly in regard to unemployment. It is evident from these pointers that the new Labour Government is bent on going into the problem from every angle. If it succeeds in bringing unemployment down to normal figures, not only will a tremendous sum be saved from the dole contributions, but the creation of the new Ministry will be in every way justified. It is certain that Mr. Thomas and his staff will have plenty to occupy their time for a considerable period, and we may expect a great deal of light to be thrown on the problem as the result of their investigations.

The solving of the unemployment problem would be a tremendous gain to the country in the savings on the dole, in the stimulus given to trade, and in the preservation of character. This latter point, the gain to character by substituting work for idleness, is seldom appreciated as it should be. We have come also to think mainly of the miners when we talk of unemployment, but in the building trade there has been a steady growth of idleness lately. Slum clearance would naturally help in that direction, and there are many other aspects of the problem which a moment's reflection will indicate. The point to be stressed is that it is no longer appropriate to treat these varying aspects in water-tight compartments. They all bear a relation to each other. The Labour Government evidently realises this; hence its bold plan for grappling with the whole issue. Britishers everywhere will hope that its efforts may be crowned with success.

### The China Situation.

So conflicting, from day to day, are the reports bearing, or purporting to bear, on the Feng-Chiang rupture, that "wait and see" would appear to be the only wise policy. China's politics are notoriously difficult to follow, and the present dispute with its outcome of paramount importance in the future of the country, is more than usually complicated by the palpable propaganda disseminated by both sides. In a confusion of rumoured defections, resignations and military conferences, there is one fact which emerges clearly, and is of material importance, namely, a movement against Chiang Kai-shek of sufficient impetus to scare Nanking. A week ago, the matter of chief concern was the probable effect on the country of the new huge scale civil war into which it was to be plunged; to-day, observers are searching for an explanation of Chiang Kai-shek's procrastination. The reaction against the dictatorship of the Nanking C.I.C. supplies the only obvious satisfactory explanation. One thing taken with another, it is clear that the National Government has in recent months been brought more completely under the domination and control of Chiang Kai-shek. He has all the Committees and Councils in Nanking so organised that they respond to his slightest wish, and it is easy to see that the leading officials are only permitted to retain high rank in return for subordination of their personal views to those of the President of the Government. The growing evidence of his dictatorial role has had an adverse effect on the State. Military leaders disposed to knuckle under to a well-established Government, will render no more than lip-service to a military dictator, and there is ample confirmation of the reports of organised opposition. Feng Yu-hsiang appears to be the motive head, though as far as we can see, he has no definite sanction for the post. Whatever the true facts, so difficult to ascertain, there is reason to believe that the situation has been rendered so complex as to be beyond the scope of Chiang Kai-shek, except in the event of success upon the battlefield. Here he seems reluctant to put his power to the test, even while realising that the two political schools cannot flourish side by side. The outbreak of hostilities shortly is regarded as inevitable.

### DAY BY DAY.

THE OLD ADAGE, "TOO MANY IRONS IN THE FIRE," CONVEYS AN ABOMINABLE FALSEHOOD. YOU CAN NOT HAVE TOO MANY POKERS, TONGS, AND ALL: KEEP THEM ALL GOING.—  
Dr. Adam Clarke.

A bankruptcy notification states that a first and final dividend of \$10 per cent. has been declared in the matter of Lai Shiu-yu, accountant, of 9, Tang Lung Street.

His Excellency the Governor has appointed Major C. Willson, O.B.E., V.D., to act as Superintendent of Prisons in addition to his other duties during the absence on leave of Captain H. Bloxham, or until further notice.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Senior Don Antonio Alexandrino Rosello Botelho as Honorary Consul of the Republic of El Salvador in Hongkong.

Tenders are invited for the supply of a single screw teakwood launch for the Harbour Department. Length 52.0 B. P. by 11.0. Breadth 14.0 by 5'-3". Depth 14.0. (Variation to these dimensions may be made for speed or stability purposes by the tenderers should they so desire).

The marriage took place by special licence at the Registrar's Office at the Supreme Court yesterday of Mr. Charles Michael Harloe, son of Mr. and Mrs. J. M. Harloe, of Shanghai, and Miss Evelyn Barham, daughter of Mr. and Mrs. Barham of "Elmlea," Sutton-at-Home, Kent.

It is notified that, at the expiration of three months, the Shung On Land Investment Loan and Agency Company, Ltd., McNeary & Co., Ltd., and the Chung Kwok Restaurant, Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

His Excellency the Governor has appointed Mr. M. G. Breen to act as Colonial Treasurer, Collector of Stamp Revenue, and Assessor of Rates, and to be the Commissioner to carry out the provisions of the Estate Duty Ordinance, 1915, during the absence on leave of Mr. C. McI. Messer, O.B.E. or until further orders.

St. Stephen's College is now occupying the new premises at Stanley, having vacated the old premises at Prospect Place and Pokfulam. Mr. Li Hoi Tung, C/o Banker & Co., Bank of China Building, and Messrs. Thomson & Co., the Teachers and Business Agents, represent the School in town and from their enquiries may be made.

Shortly after seven o'clock last night a Chinese jumped from Blake Pier apparently in an attempt to commit suicide. The timely action of a European and a Chinese, who jumped after him, succeeded in rescuing the would-be suicide. The man, said to be an unemployed seaman, was later taken to the Central Police Station and after a brief interrogation was admitted to the Government Civil Hospital.

**BRIDGE  
MADE EASY**  
by  
W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10).

### The Singleton Lead—3.

Assume that east has bid diamonds and the declarer has finally won the contract with a bid of three hearts. Examine the following illustration:

West holds: spades, A K; hearts, A X X X; diamonds, X; clubs, J X X X X.

East holds: spades, X X X; hearts, X; diamonds, A K Q X X X; clubs, X X X.

West, of course, has the opening lead.

Although east has bid diamonds, west should not open the singleton diamond. He should lead the spade Ace first and then the spade X which will be won by the declarer. Declarer will undoubtedly lead a trump and west will win the trick with his heart Ace. Then west should lead the singleton diamond which east will overtake.

East will probably win the next trick at diamonds and then lead a spade which west will trump. Game is prevented by this procedure.

This refers to the singleton lead at trump play. At no trump, the singleton lead is seldom justifiable.

## THE FAIRS OF FRANCE.

Some Reflections on Their Variety.

Intense excitement. It is even- ing in the town of Beaune, and the main street is lined on either side with 100,000 persons. Swarthy Levantines, bronzed Arabs, Spaniards, Italians, Germans, and English merchants vie for points of vantage with the French traders and hospitable families of Beaune. The procession awaited comes in sight and the children shout. The cavalcade is headed by four consuls, who are followed by the principal personages of the place, all brilliantly accoutred.

At convenient points the horses are reined in and the "commandements" of the authorities are lustily read. It is set forth how on the morrow, when the great fair opens, a tribunal of twelve will judge impartially all disputes, how the butcher and the baker must give ample measure for each "sol," or currency unit of that time, how the fish served must be fresh, and how the tavern keepers must be generous. The town, in other words, is counselled to observe in all things utmost propriety so that the innumerable visitors may have the best impression of the character of Beaune. Following which announcement, the cortege proceeds on its way, accompanied by the flickering light of torches held aloft and the impudent barking of a few untethered dogs.

Such is the scene in Beaune on the eve of its annual fair. It was founded in 1217 by Raymond VI., a half century or so before Languedoc became a province of France. The fair of Beaune exists to-day, and is thus the oldest in that country. When railways invaded France many of the time-honored trade routes—such as those which crossed at Beaune—became practically obsolete. Lyons, close by Beaune, has risen in glory even as Beaune has dimmed, and the Lyons fair has become the second largest in France, while that of Beaune has dwindled to an average provincial importance. Nevertheless, events can never rob it of its historical traditions and associations.

Once a week, in nearly every town of France, there is a market fair, when the "circulation" for automobiles is "difficile." The stalls, spread out with their pigeons and cabbages, and the cows obstruct the road in the coming and going. But the honey is sweet and the apples worth buying. In Pau, Basque souvenirs are to be found, and in Marseilles fabrics from the African coast brought in by sailors. In Brittany you pick up the quaintly painted daises, and in Normandy the glazed china cats for decorating roofs—or mantelpieces. France without its fair is as impossible to imagine as a gentleman without his necktie.

Let us approach Paris together, for after all, Paris is the centre of France and the Metropolis of Fairdom. Never was there such a city for fairs! In 1891 there were fourteen annual fairs held in this capital, but now there are thirty-eight! There would seem to be a company of people who make a business of fairs, and who rotate their stalls and side shows about Paris as a good farmer does his crops. Of course, the lion of them all is the Paris proper—the only one entitled to this name. This is the big industrial fair of the year, which dates back exactly a quarter of a century and which occupies the acres of specially laid out fair grounds at the Porte de Versailles. Its proportions put in the shade the other thirty-seven annual fairs in Paris. The wheels sing in their turning and the knife blades are sharp; the canned fruit looks delicious, and the bright silks unravel by the kilometer.

The eldest fair in Paris—who will dispute this?—must be that of the Foire aux Pains d'Epice, which has been going on since 1222. What an appetizing name—Ginger-bread Fair! There's ginger-bread there, luscious ginger-bread, fashioned in a hundred ways, but there is more than that. There are bazaars where pink candy can be bought, and peepshows, and merry-go-rounds. An argument of all the pleasures the fair offers would occupy a full page of manuscript. The Foire de Saint-Germain-des-Près claims also to be about 700 years old. It

gathers in the place of that name and has, perhaps, the most refined air of any.

There is a small charge for admission to the square, shut in by the backs of the portable stalls, and on a stage in the open air playlets are performed. All those owning booths are required to dress in medieval costume, so that there exists a pleasant unreal quality of Middle Age customs. Here antiquaries are sold for the most part, and quite respectable ones at that. The copper is polished and the old garments have been mended.

The most exuberant fair—a double one to-day—springs riotously each spring along the Boulevard Richard-Lenoir. It is the Ham and Iron Fair. Theoretically, and historically, they are quite separate. In actual fact, the one opens a day or two before the latter, but where one ends on the boulevard the other begins, and masses of jostling, joking passers-by tie them together. Only at the Ham Fair could a brace of sausages look picturesque, or the hams have in their suspension a decided rhythm, or the cheeses be found to have assumed a modern arrangement. Why a fair should be devoted mainly to meats is a mystery to many foreigners, but there it is, and offers a sight worth seeing at least once.

The scrap iron fair is the strangest fair in all the world. Everything imaginable that you or I, or one of Caesar's generals, or one of Napoleon's relatives, discarded as too threadbare for any conceivable use has in some extraordinary way been excavated from dustbins or dusty cupboards for this fair. Of course, there are exceptions. You may discover an excellent print, or chair worth re-covering, or silver spoon worth salvaging. But the glass pitcher with handle repaired and coronet engraved on the front, the typewriter without any keys, the Louis XIV brooch with the diamonds absent; the only veritable magic lantern—for how could they work?—the baby carriages with two wheels, the extinguished fire extinguishers, the rusty washbasin, one of the first gramophone records, the rusty nails and such like: of these, as the French say, "mefiez-vous," or look out! However, out of the rubbish you may well extricate a pair of andirons worth all the effort of an hour's elbowing among dense crowds. This hyphenated fair is probably the most popular in Paris.

There is little in many instances to distinguish a "Fete" from a "Foire"—a festival from a fair. Some of the fairs are festivals, and some festivals are fairs. For example, the Fete de Neully, which owns the endless blocks from the Porte de Neully in a straight line to the River Seine, is really in the class of fairs. Fun is sold. At Wembley there was a particularly thrilling switchback, and a famous one exists at Coney Island, but at this Fete de Neully there is a machine which surely provides the thrill of thrills. It is a harmless enough looking swing, but caged in. The row where you are sitting, and a few others, face other rows at the opposite end. The movement back and forth commences like any properly trained garden hammock, but it grows more and more accentuated until you find yourself at the top of each swing over the vertical and looking straight down on your opposite number.

There are side shows at Neully where animals perform and acrobats tumble, where play birds may be shot and balls be thrown at wooden heads. "On s'amuse bien," the French suggest with a smile. Then there are fairs that crop up on your boulevard or mine over night, churn their merry tunes for a week, or more, and as silently pack their tents and their unsold bonbons and move away. In the morning they are gone. They spring up all over the city; they pass out into the country; they entice Nancy and stop at Dijon; they harbour in Bordeaux; they return to Paris with more antiquities and fresh candy and a few new tricks. Year in and year out the little wheels of the little fairs and the big wheels of the big fairs, of the light industries, and of the heavy industries, turn ceaselessly. It is not difficult to like them all, prince and pauper, before you have favoured them over many, many years.—R. A. C. in the Christian Science Monitor.

### BANK RETURNS.

FIGURES FOR THE MONTH OF MAY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1929, as certified by the Managers of the respective Banks are:

Bank	Average Amount	Specie in Reserve
Chartered Bank	15,656,146	6,300,000
Hongkong Bank	48,081,985	81,000,000
Mercantile Bank	1,784,718	666,000
Total	65,522,849	87,966,000

\* In addition Sterling Securities are deposited with the Crown Agents valued at £1,255,000.

† In addition Securities deposited with the Crown Agents and Bank of England valued at £2,990,412.

‡ In addition Securities deposited with the Crown Agents valued at £150,000.



## LABOUR'S CABINET.

(Continued from Page 1.)

the new Labour Government are appended:

Mr. J. H. Thomas was Secretary of State for the Colonies in the last Labour Government. He began work at the age of nine and later became an engine-driver on the G.W.R. He is the General Secretary of the National Union of Railwaymen, of which he has been President. He opposed the railway strike of 1918 and was one of the leading figures in the conferences which settled it. He has travelled widely and has been Vice-Chairman of the Parliamentary Labour Party. He has been Labour Member of Parliament for Derby since 1910 and was made Privy Counsellor in 1917. It is understood he will now devote himself mainly to the unemployment problem with Mr. Lansbury and Sir Oswald Mosley as his principal lieutenants.

Mr. Philip Snowden, the new Chancellor of the Exchequer, takes an office which he held in the last Labour Government. He began his career in the Civil Service, but turned to politics in 1906. He has on several occasions been Chairman of the I.L.P. but is now no longer associated with it. He is a keen Labourite, whose energy as a speaker is somewhat limited by a frail physique. He has written and lectured extensively on social and financial questions. Privy Counsellor, 1924.

Mr. Arthur Henderson.

Mr. Arthur Henderson has previously served in Ministerial positions under Mr. Ramsay MacDonald and Mr. Lloyd George. In the last Labour Government he was Home Secretary, whilst he was Minister without portfolio in Mr. Lloyd George's Ministry in 1916-17, and was President of the Board of Education in 1915-16. He served as an apprentice moulder in Newcastle when a lad. He has been Chief Whip of the Labour Party, of which, at the outbreak of the war, he was appointed Chairman, and co-operated on the Parliamentary Recruiting Committee. Joining the Coalition Government, he was the first Labour member to receive Cabinet rank. He was made Privy Counsellor in 1916.

Mr. Sidney Webb, the Dominions Secretary, held Cabinet rank in the previous Labour Government, having been President of the Board of Trade. He is well-known for his association with the Fabian Society and was for a time Chairman of the London School of Economics. He has been distinguished in economics and public administration, especially in education and municipal affairs in London, and, in conjunction with his wife (formerly Miss Beatrice Potter) has produced standard treatises on labour questions and social history. He recently notified his intention of retiring from Parliamentary life and will probably be given a Peerage.

Labour Peers.

Lord Parmoor was Lord President of the Council in the first Labour Government. He was formerly a well-known Unionist M.P., and he won many successes at the Bar as Mr. C. A. Cripps, K.C. He was Attorney General to the Prince of Wales in 1895, and is greatly interested in ecclesiastical law on which he has written learnedly. He has represented Britain at Geneva. He first entered Parliament as a Conservative in 1895. He has been leader of the Labour Party in the House of Lords.

Lord Sankey has been Lord Justice of appeal since last year and a Judge of the King's Bench Division since 1914. He was for a time Chancellor of the Diocese of Landaff. He has won a fine reputation in appeal cases, and it will be recalled that he presided over the Col. Mines Commission in March, 1926.

Mr. J. T. Clynes was Lord Privy Seal and Deputy Leader of the Commons in the first Labour Government. He first entered Parliament in 1906. During the war he was first Parliamentary Secretary for the Ministry of Food and afterwards became Food Controller. He was made a Privy Counsellor in 1918.

Unexpected Appointment.

Col. Wedgwood Benn had a brilliant career as an airman during the war, receiving the Distinguished Service Order and the Distinguished Flying Cross, as well as the Italian War Cross and other decorations for gallantry in the Near East and the Mediterranean. He entered Commons as a Liberal in 1906, and held several posts, including Junior Lord of the Treasury in the former Liberal Administration. He joined the Labour Party in 1927.

Mr. Tom Shaw, who was the Labour Minister in the first Labour Government, has been a member of the Commons since 1918 and a Privy Counsellor since 1924. He was at one time Joint Secretary of the Labour and Socialist International.

Lord Thomson returns to the post he held in the first Labour Administration. A regular army officer serving in the South African and Great Wars, he was attached to the Supreme War Council in 1918, retiring with the honorary rank of Brigadier-General in the following year.

Sir Oswald Mosley recently succeeded his father as baronet.

He served in the War and was formerly in the 16th Lancers. He married the late Marquis of Curzon's daughter, Lady Cynthia. He joined the Labour Party in 1924.

Lady Cabinetier.

Miss Margaret Bondfield, the first woman in the Cabinet, was Parliamentary Secretary to the Ministry of Labour in the last Labour Government. She began her career as assistant secretary to the Shop Assistants' Union, and was the first woman delegate to the Trades Union Congress, in 1899, of which she became President in 1923. She was the first woman to hold office in a British Government.

Sir Charles Trevelyan, Minister of Education, is the eldest son of Sir George Trevelyan, who has held office in several Liberal Cabinets. He was himself a Liberal for many years. During 1918, he was a strong opponent of Conscription.

Mr. Noel Buxton was also Minister of Agriculture in the last Labour Government. He was formerly a Liberal M.P. and is a keen student of social economics. He has brought intellectual strength to the Labour Party. In 1914, he was wounded during an important mission to the Balkans.

Once War Office Clerk.

Mr. Graham was the Financial Secretary to the Treasury in the last Labour Government. He was once a clerk at the War Office and later turned to journalism, lecturing and politics. He has served on various Royal Commissions and has distinguished himself by his lucid and well-informed speeches in Parliament on financial matters.

Sir Henry Slesser was Solicitor General in the last Labour Government. He has specialised in Trade Union law at the Bar and was made a K.C. in 1924. A convinced supporter of Labour, he joins to his political faith a strong interest in churchmanship.

Mr. A. V. Alexander, who goes to the Admiralty, was Parliamentary Secretary to the Board of Trade in the last Labour Government. He has been Secretary of the Co-Operative Congress since 1920, has taken a great interest in education and has been for many years a Baptist lay preacher. He served in the Army and was gazetted out with the honorary rank of Captain.

Lord Arnold was formerly a Liberal and held two minor ministerial posts in 1914. He joined the Labour Party in 1922 and was Under-Secretary for the Colonies in 1924.

Scottish Labour Leader.

Mr. Tom Johnson, now Under-Secretary for Scotland, is the well-known Scottish Labour leader. He founded the Scottish Forward, a vigorous and lively Labour weekly, which he still edits. He is a strong temperance advocate, and it was largely due to his influence that the Scottish I.L.P. adopted a Prohibition policy. Mr. Johnson in 1928 took up the cause of Miss Savidge and by his efforts secured an official inquiry. He is considered in Labour circles as the natural successor to Mr. Ramsay MacDonald as the Leader of the Party.

Mr. F. O. Roberts, is again Minister of Pensions, a post he held in the last Labour Government. In 1926-27 he was Chairman of the Labour Party National Executive.

The new Postmaster General, Mr. H. B. Lees-Smith, is an M.A. and D. Sc. of London University. He was born in India and was educated for the Army, obtaining a cadetship at the Royal Military Academy, Woolwich. He afterwards went to Oxford and was associated with the Ruskin College from its foundation in 1899. He has written books on Indian economics.

The New Attorney General.

Mr. W. Jowitt, K.C., the new Attorney General, was returned at the recent General Election as a Liberal, but has now joined the Labour Party. He was a member of the Royal Commission on Unemployment in 1924.

The new Minister of Transport, Mr. Herbert Morrison, is leader of the Labour Party in the London County Council and Secretary of the London Labour Party. He was Mayor of Hackney in 1920-21. Has been an errand boy, shop assistant, telephone operator, and newspaper circulation manager.

Mr. George Lansbury, First Commissioner of Works, was formerly editor of the Daily Herald, the national.

## STREET FOUNTAIN INCIDENT.

MAN WHO HAD TWELVE BUCKETS.

"You must play the game with this water business," said Mr. E. W. Hamilton at the Central Police Court this morning to a Chinese who was charged with obstruction at a water fountain, in that he had brought along twelve tins instead of the regulation number, namely two for each individual.

Inspector Bloor said the man was not giving a fair chance to the others who were waiting for their turn, and there had been a number of complaints made to the Police Station.

Defendant was fined \$5, or 7 days.

## MR. T. V. SOONG IN HONGKONG.

TO TIFIN AT GOVERNMENT HOUSE.

Mr. T. V. Song, the Minister of Finance in the National Government, arrived in Hongkong last evening by the s.s. President Cleveland. He is en route to Canton and possibly Wuchow.

We understand that Mr. Soong is lunching with H.E. the Governor at Government House to-day.

## MORRIS LIBEL SUIT.

PLAINTIFF AWARDED \$500 DAMAGES.

London, May 15. The hearing was concluded yesterday in the King's Bench Division, before Mr. Justice Swift and a special jury, of the action which Mr. Hayley Morris, of Pippingford Park, Nutley, Sussex, brought against the London Express Newspaper, Limited, claiming damages for alleged libel published in the Daily Express while he was in prison.

Mr. Morris complained that after he attended an inquiry before a Taxing Master into a dispute between him and a solicitor, an article was published which, he alleged, imputed that he disputed the bill for the sole purpose of getting a day's holiday from gaol.

The defendants denied that the words were defamatory.

The jury returned a verdict for Mr. Morris and awarded him \$500. Judgment was accordingly entered for Mr. Morris for this amount with costs.

The Corner Turned.

Your Directors feel that we have at last successfully tided over the worst period in the history of the Company, and we now can, without being over-optimistic, look forward to a better future.

Your Directors have been pleased to appoint Mr. S. J. Jordan as the Company's Manager, and Mr. A. W. Brown as the Secretary. I should like to take this opportunity of expressing the thanks and appreciation of your Directors and the Shareholders for the excellent work done by the Manager and his staff.

—Reuter and British Wireless.



"Good afternoon, Mrs. Bennett, the lady next door tells me you should be interested in a portable sewing machine."

## LANE, CRAWFORD'S PROGRESS.

(Continued from Page 1.)

fitting, I must remind you of the very heavy depreciation made last year, and also the remarks I have already made as to repairs and renewals. The depreciation of garage tools and equipment has been provided for in the Working Account. Stocks, as valued by the Management, have been depreciated where necessary.

I think, gentlemen, that the foregoing should be a satisfactory explanation of the accounts before you.

New Departments.

During the year under review, two new departments have been added to the Company's Store, namely—the Children's Department and the Dress Material Department, and these show promise of satisfactory business. In order to make room for these departments, several changes in the lay-out of the store were made, and I have no doubt you will agree with your Directors that an improvement in the appearance of the store has been effected.

An increase in floor space has also been obtained by an extension of the mezzanine. This extension does not entail extra rent, and the cost—when spread over the period of the Company's lease—makes the extra area very cheap indeed.

During the year we have rented from the Dairy Farm, Ice & Cold Storage Co., Ltd., their kiosk at Repulse Bay, where our customers are served with cold meals, refreshments, and ice creams, and, judging by the support we are meeting a long-felt want by those who patronise the Repulse Bay beach.

Reduced Rent.

I am very pleased to be able to report that the Realty & Trust Co. have very kindly seen their way to reduce our rent for a period of one year as from 1st September, 1928, with an option to extend such reduction for a further four months. The year under review has had the benefit of that reduction for six months, and we are sure of this reduction for ten months of the present financial year. Your Directors hope that the Realty & Trust Co. will see their way to continue this concession.

We are gradually developing our Motor business, and have at the moment the most up to date plant and equipment certainly in South China, if not throughout the Far East. We are now making arrangements to give motor service to our clients in Kowloon, and, in conjunction with our friends, the Dairy Farm, Ice & Cold Storage Co., Ltd., we shall shortly be taking over the Peak Garage.

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## The Very Idea!

"When looking for a husband ignore a man's wealth," the Rev. P. Addison Davis, of Sunderland, told a gathering of Durham women.

Other advice he gave them was:

Choose a man by his manners. There is no reason for unhappiness if you really learn how to care for your husband's.

The wrecking of many marriages has been the inability of the wife to cook a decent meal. A few pounds spent on a course of domestic science is more valuable than the same amount on frills.

The secret of keeping a husband is to know when to be silent.

If you want a husband to think he has got a perfect wife give him the impression you have got a perfect husband.

If you snore try to conquer the habit. Sleeping like a log is all right, but sleeping like a sawmill is different.

"Be as silent as you can about man's faults," Mr. Davis added, "but not about your affection for him; try to put the best construction you can upon your husband's behaviour and listen to him when he tells you that boring story of a lost game of golf."

To a cookery centre attached to an elementary school in an industrial area came the inspector.

"Now, girls," she asked, "what is the most economical way in which you can cook a rabbit?"

"Please, ma'am," said a pupil, "who knew something of the theory, 'I should stew it in a camisole.'"

Willenden Magistrate—Were you away on holiday? Man—No, I was on a walking tour.

Man accused at Marlborough of representing himself to be a policeman—I am only a lamb among a flock of sheep.

Clerk at Acton, to woman applicant for an assault summons—Where do you say she struck you? Woman—On my doorstep.

Prosecutor at Tottenham—He "squared up" at me, and would have hit me; but I told him he was a nice, smart young fellow, and he went away.

Man at Shoreditch County Court—It is not my debts; I am the guarantor. Judge Cluer—That is the only person who pays. You should observe the advice of Solomon.

Mr. Green, the Magistrate at Tottenham, to two women who answered summonses issued for playing football in the street—What! You here for playing football? Woman—No, we are too old in the teeth for that. We appear for our boys.

From life's book of tears and laughter,

I have gained this bit of lore: I'd rather have a morning after That never have a night before.

To-day's Ghost Story.—"A moonlight night. Time, 10 o'clock. A foot-path through a wood. A stile where the path joined the main road. Putting my right hand on the top bar I vaulted the stile. When in the air I realised with a shock that I would just miss someone walking past. Landing on my feet I swayed out of the way and was starting to apologise when I noticed there was absolute silence and no involuntary movement or check in the onward progress. The figure had a black cloak drawn over the head and falling to the feet, and there was no face to be seen.

"One night three months later my brother and I were leaning over the same stile chatting when I saw ten feet off the same figure advancing towards us and go past the stile. It paused within three feet and faded out under the dark of the roadside trees."

"I said to my brother, 'Did you see it?' 'Yes,' he replied. These things occurred on a road where in ancient days pilgrims journeyed to a shrine in a great English Cathedral."

Sir Dan Godfrey, at the dinner at which he was entertained by the British Music Society the other night, made a welcome addition to the formidable list of musical howlers (says the Daily Telegraph).

He was recalling the early days of the Bournemouth symphony concerts, and said that a lady, who had promised her support, was asked by a local enthusiast whether she liked Brahms. "I don't know," she replied. "What are they?"

This was almost better than the famous remark of one of the characters in Ouida's "Moths": "I never let a maid make a dress. You might as well expect Rubinstein to make the violin he plays on."

## POWELLS

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### A GALLIPOLI SLANDER.

WHAT MR. LLOYD GEORGE  
TOLD AMERICA.

"That the whole enterprise was thoroughly muddled by all concerned in it there can be no question."

In this sentence, a sentence written out for the benefit of his supporters in his own country, but for the curious eyes of Canadians and Americans, Mr. Lloyd George has dismissed the Gallipoli Campaign, a campaign in which the writer, a Canadian, took part as an officer in the 52nd Division.

While the details of that campaign are still fresh in my memory, I feel that I must make some appeal, if not to the patriotism and common sense of those who are shortly to have an opportunity of showing the extent of their faith in him as a politician. Possibly their faith may suffer even greater diminution when they realise to what lengths he is willing to go in vilifying his country abroad for private and political purposes.

The sentence already quoted is extracted from a letter by Mr. Lloyd George dealing with Mr. Winston Churchill's book on the Gallipoli campaign, a letter which has been published throughout the United States and Canada. Reading it, one wonders whether its writer lacks imagination altogether, or whether he suffers from an excess of it. There would appear to be no mean, unless the imagination in itself is mean.

In he not capable of imagining the response of the average American to such a letter, of hearing him say, "What fools you Canadians are to continue to associate with such people?" Can he not envisage its effect on the minds of many Canadians, not follow their thought that if a British ex-Premier says this, it must be true? Does it never strike him that he is prompting the thought that not one Government only, but the Old Country and all its Governments, together with their soldiers and sailors, and all who serve them, are hopeless muddlers?

His wild and unjust generalisation condemns everybody who had any part in the Gallipoli Campaign, from Sir Ian Hamilton and the Naval Commanders downwards, in addition to the War

### "RILEY THE COP."

A POLICEMAN'S HOLIDAY  
IN PARIS.

"Riley The Cop," is the title of a new comedy which will be shown on Tuesday and Wednesday at the "Queen's Theatre." Farrell Macdonald, in the starring role, in cast as a jolly New York patrolman. He is sent to Munich to bring back a prisoner. Instead, he meets a fun-loving beer-garden girl and meets with startling adventures. Nancy Drexel and David Rollins, two popular young players also have important parts to play. Louise Fazenda, the famous comedienne, is at her best in many hilarious scenes with Macdonald in the back-grounds of Munich and Paris. The picture contains some excellent bits of photography taken on the continent.

Sam Ku West and his Paradise Harmony Trio will appear at all performances.

Office and the Admiralty. Such a sweeping condemnation is both unjust and false.

The campaign was lost mainly by the shortage of men, guns, and ammunition, and by the premature naval attacks, for which the Admiralty authorities were responsible. There were also natural difficulties for which no one was responsible, excepting, in a measure, those who initiated an attempt which, in the opinion of many, ought never to have been made. But, in spite of this three-fold reason for failure, it should be remembered that the British arms were several times within a very narrow margin of complete success.

Those who commanded the Naval forces, and who fought with most of the advantages in favour of the enemy, need no testimonial. Sir Ian Hamilton was a clever strategist who had to wait for the men, guns, and ammunition for which he had asked, until they were several months too late.

I can hardly control my indignation when I read the statement that "the whole enterprise was thoroughly muddled," and revive my memories of the heroic work done by the Naval Transport, the Hospital and Medical Services, the Ordnance Department, and all other branches of the Gallipoli force.

### CLAIM TO BARONY REJECTED.

SCOTTISH BARONET'S PLEA  
OVER 500 YEAR-OLD TITLE.

The Committee for Privileges of the House of Lords have, by a majority, rejected the claim of Sir Bruce Gordon Seton, to the dignity and title of Lord Gordon, in the peerage of Scotland.

Lord Dunsedin, in a long statement which took him nearly 40 minutes to read, expressed an emphatic view that the claim should succeed. He was the only member of the Committee to adopt this view.

The barony of Gordon was said to have been conferred by King James I. on Sir Alexander de Seton in or before the year 1524. Alexander the second, son of the first Alexander de Seton, married his cousin, Egilda Hay, an heiress, and by her had a son, Alexander the third.

That marriage was declared annulled on the ground of consanguinity, and Alexander then married another heiress and became Earl of Huntly. It was assumed, therefore, that Alexander the third was illegitimate.

A Papal bull discovered in the Vatican archives in recent years was said to have revealed that the original marriage was not annulled, and that Alexander the third was consequently legitimate.

There was no claim to the Huntly peerage, but the present Marquis of Huntly opposed Sir Bruce Seton's claim.

### LEAGUE TENNIS.

KOWLOON CRICKET CLUB  
TEAMS FOR TO-DAY.

The following have been selected to represent the K.C.C. in the League fixtures to-day:

"A" Division.—Versus the C.C.C. on the C.C.C. ground at 4.30 p.m. E. C. Fincher and E. F. Fincher, S. E. Green & Thomas Lay, C. E. Millard & A. E. Guest.

"B" Division.—Versus The S.C.A.A. on the S.C.A.A. ground at 4.30 p.m.: W. M. Gittins & L. Jack, P. M. Pinquet & A. Lecot, J. S. Smith & A. Hansen.

# RILEY THE COP



Romance and laughter with an American policeman seeing the sights and nights of Paris!

With J. FARRELL MacDONALD, LOUISE FAZENDA

Also SAM KU WEST and his Paradise Harmony Trio  
FAREWELL PERFORMANCES.

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SENNET FRERES

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## WAHL EVERSHARP

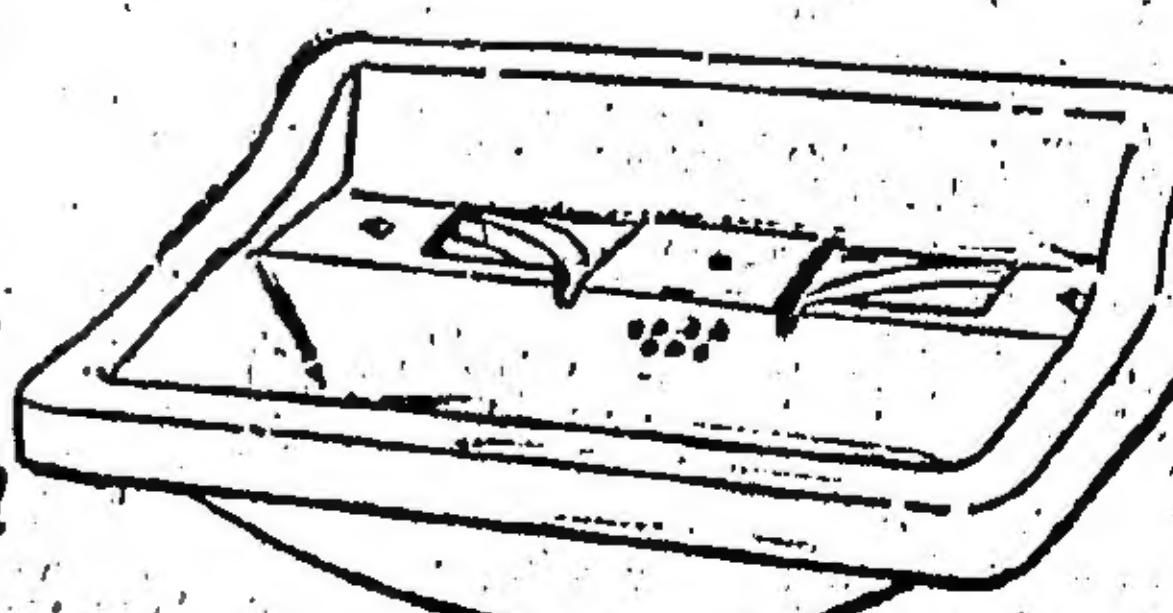


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EO-2

BISMARCK AND THE  
EX-KAISER.

## PLANS FOR A COUP D'ETAT.

Berlin, Apr. 25.  
Historians in Germany have been offered material for new Bismarck and new Wilhelm II. biographies in a startling publication founded on authenticated documents by Professor Edmund Zechlin, of Marburg University.

In this book, "Coup d'Etat Plans of Bismarck and William the Second, 1890-1894," Dr. Zechlin proves that Bismarck did at certain periods of his career aim at overthrowing the German Constitution, and that the Kaiser, having first lent an ear to these ideas, grew nervous. He drew back only to remember them again when he had dismissed Bismarck, and to terrify his new Chancellor, Caprivi, with the idea. The mystery surrounding Caprivi's resignation 1894 is elucidated by this publication as it has never been before.

It was Bismarck's idea, set forth here in a number of reports of Cabinet meetings, to provoke a quarrel with the nation, as such, by placing new strict anti-socialist laws and new demands for money for military purposes before the Reichstag, calculated in their language to bring about such violent opposition that the Reichstag would have to be dissolved, not once, but several times in succession. This state of affairs would bring about the necessary atmosphere for the new autocracy. Unhappily, he reckoned without the temperament of William, who for a time quite of his opinion, soon lent an ear to the warnings of the Duke of Baden, who declared that Bismarck was only trying to strengthen his own position by provoking a quarrel between the Kaiser and his people.

## A Telegram to Caprivi.

However historically accurate the Duke's opinion may have been, one finds the Kaiser, four years later, suggesting the same ideas to Caprivi. He consulted the Kings of Saxony and Wurtemberg about them, and found these Princes to be very much of his new opinion. William's telegram to Caprivi, dated September, 1894, and made public now for the first time, contains the following passage:—

The King of Saxony expresses the opinion that if the Reichstag constantly shows itself to be in opposition to laws made to uphold law and order it has lost its right to exist. The moment will then have come for the bomb to explode and for the union of German princes to bring in a new law. In other words, the ultima ratio, a coup d'etat. That section of the German populace which loves law and order, and whose fear of a revolution is increasing daily, would welcome such a solution. . . . None of us have sworn to support the Constitution of the Reich, therefore it can be changed. The King of Saxony will write to Your Excellency on this subject.

## "Revolution From on High."

Caprivi, horrified, called a Cabinet meeting on October 12, 1894, in which the Finance Minister gave it as his opinion that "public opinion in those circles upon which the Government must build was not yet sufficiently enlightened to approve a coup d'etat." Caprivi, to save the situation, sent in his resignation. A confidential dispatch of the Bavarian Ambassador, Count Lerchenfeld, hitherto unknown, contains the Kaiser's view on the case:

Now that Count Caprivi has resigned, the nation would say that the young Emperor has made a coup d'etat with the new Chancellor, Count Eulenbergh. That would confuse public opinion. . . . He cannot believe that the German nation will not show common sense enough not to let Social-Democracy gain the upper hand. The end of the century is bringing a number of wrong ideas to the surface. But, when danger threatens, He, and with him the Princes of the Federal States, will uphold the opinion that the Revolution must be made from on high, and not wait, like France in 1789, till it comes from below.

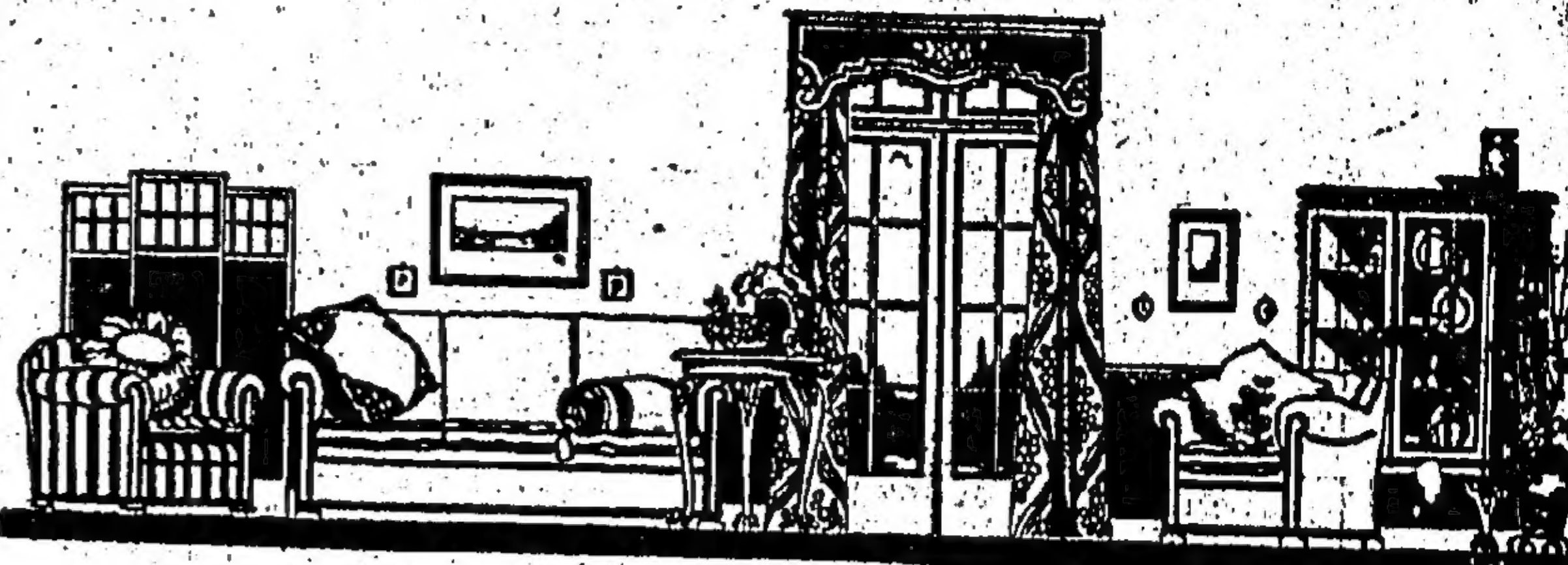
Skin Irritations  
Quickly Healed

By the Pure Antiseptic  
You will be surprised to see how quickly you can get rid of eczema, itching, pimples, sores, blisters, and other skin troubles. Just apply the pure cooling liquid LAYOL. It penetrates the skin, soothing and healing the irritated tissue. ITCHING ceases INSTANTLY. LAYOL is clean and harmless. One bottle makes a full skin from foot to head. Made in U. S. A. and sold by all good druggists. (Manufactured by Miller & Taylor, Manila—Shanghai—Hong Kong.)

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Special arrangements may be made for those who wish to continue to Europe by the same steamer by which they travel from the East.

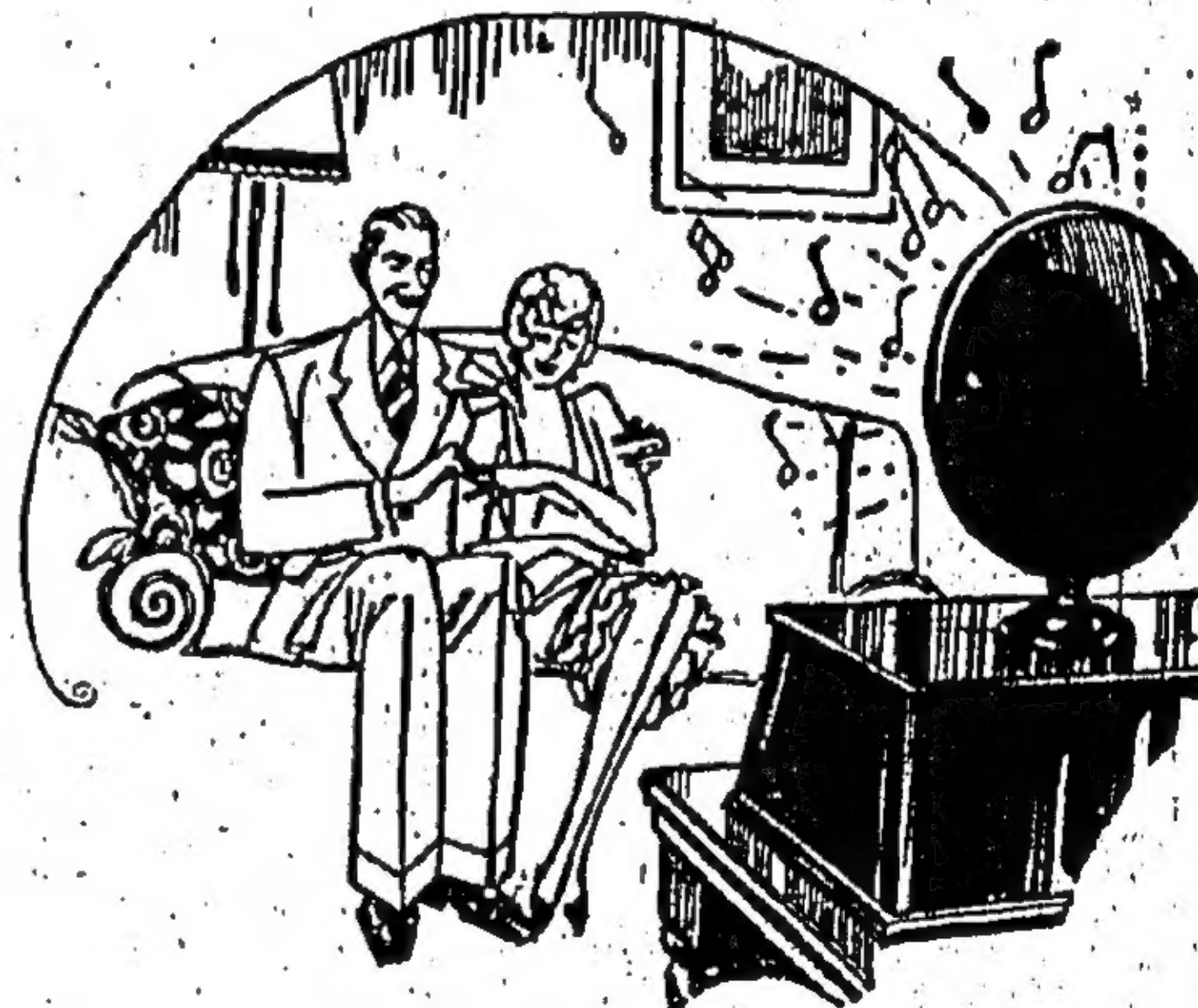
During the two or three days available, travellers may disembark at Suez, take motor car or train to Cairo. Sufficient time is available to see

CAIRO, THE PYRAMIDS  
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2-VALVE RADIO RECEIVER AND GRAMOPHONE  
REPRODUCER, COMPLETE WITH VALVES, HIGH  
AND LOW TENSION BATTERIES, LOUD SPEAKER  
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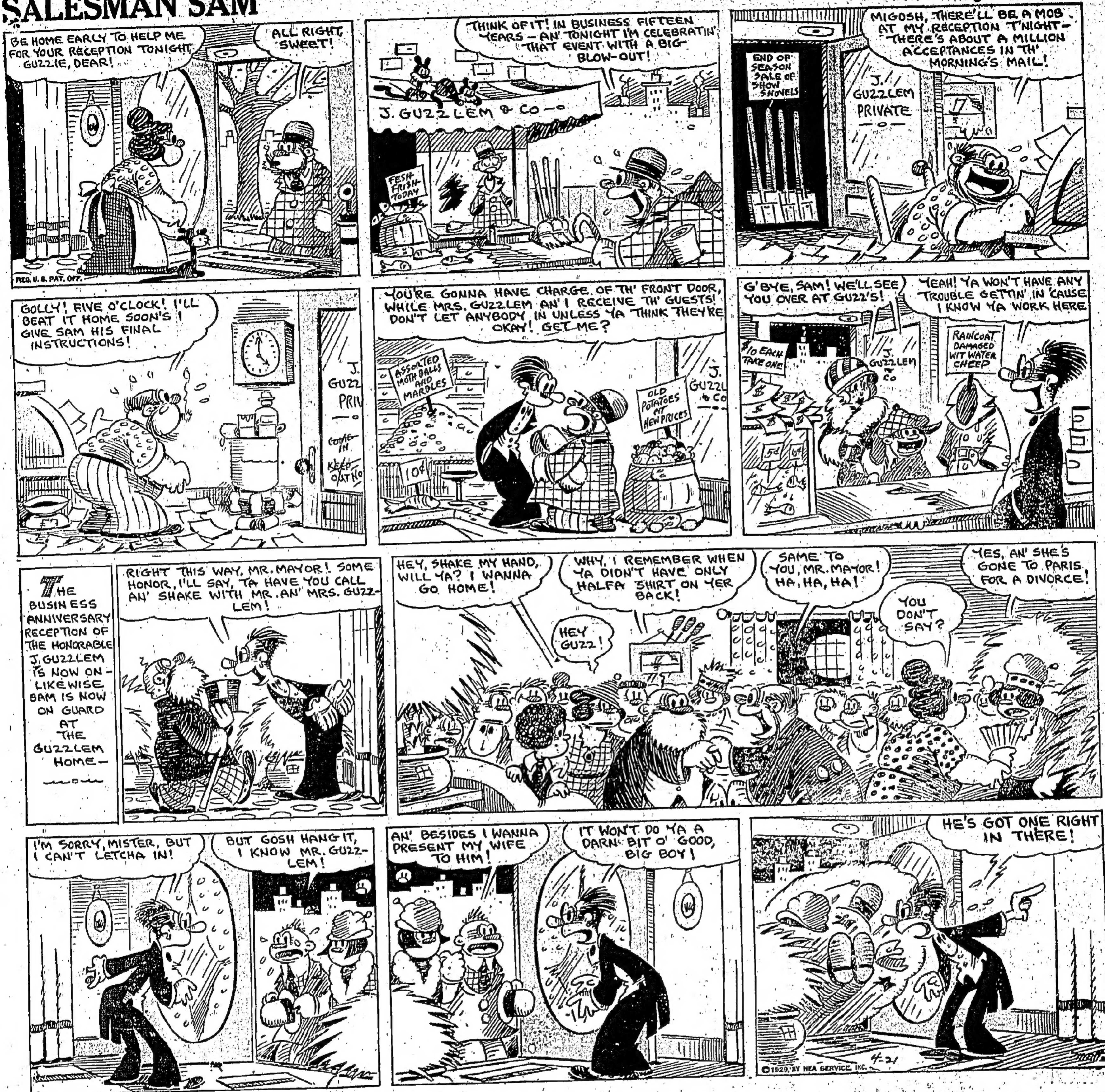
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# WHITEAWAYS FOR SUN HATS.

RELIABLE MAKES IN CORK, COMPOSITION AND PITH.



**"Hawkes Patent"**  
These Helmets are Recognized as the best. Will last a Lifetime. White, Drill, overing.  
Standard Value \$13.50  
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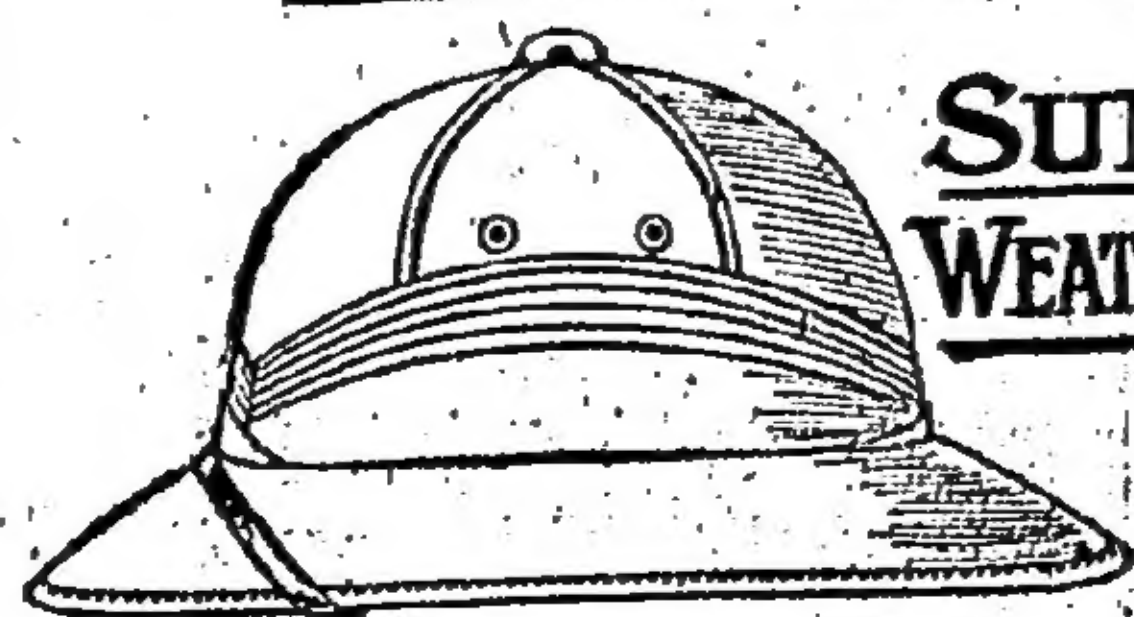
## THE "WUNDERFIT" HELMET.

The "Wunderfit" Cork and Rubber Sun and Waterproof Helmet.

Specially fitted with the famous "Comfortlet Fitting" which is the last word in comfort. Fitted puggree and chin strap. Smart bold shape. Covered strong White-drill. A remarkable helmet for such a low cost.

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## "THE IMPERIAL"



SUN AND WEATHERPROOF

## Tropical Helmet

THE IDEAL HELMET.

Is from special light fibre, covered with a strong white drill. This Civilian Helmet is perfectly constructed, and will be found of excellent shape and fit.

Standard Value \$7.50  
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## PITH TOPEES.

Specially made for us in our Calcutta Factory. Only the best material used.

"DELHI"

Special quality Hawke's shape helmet. Made from selected Bengal Bola Pith, covered strong drill. White or Khaki with full Mulla puggree to match.

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Good quality polo topee, covered finest White or best colour Khaki drill. Fitted English leather, stainless headband and chin strap, and full Mulla puggree to match.

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Smart Shape as illustrated. Covered fawn quilted cover with puggree. Red satin head lining. Light and Sunproof.  
Standard Value \$5.75  
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WHITEAWAY, LAIDLAW & CO., LTD. HONGKONG.











## CONSIGNEES' NOTICE.

WILH. WILHELMSEN.  
THE NORWEGIAN AFRICA & AUSTRALIA LINE.

The Steamship, "DESSA"

having arrived from Norway via ports on 4th June, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. Goods not cleared after the 11th June will be subject to rent. All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 10th June at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by THORESEN & CO., LTD., Agents, Hongkong, 4th June, 1929.

THE BEN LINE STEAMERS, LIMITED.

The Steamship, "BENMOH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent. All claims against the steamer must be presented to the undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB LIVINGSTON & CO., LTD., Agents, Hongkong, 4th June, 1929.

THE RABY CASTLE.

STILL IN KOWLOON DOCK UNDERGOING REPAIR.

The Lancashire Shipping Company's motorship, Raby Castle, which ran aground on the north-east end of Golo Island early on the morning of January 21, is still in Kowloon Dock undergoing repairs, having been towed here from the Philippines.

Some interesting particulars of the Raby Castle's conversion to turbo-charging are given in a recent issue of the Journal of Commerce, from which the following particulars are taken:

On September 27 the vessel sailed in ballast for New York, where she loaded and sailed on October 25 for the Far East, via Panama. During the voyage from New York to Manila, the power, by arrangement with the owners was limited to 75 per cent., 20 per cent. in excess of the old full power.

The following table shows how her performance compares with the average of previous voyagers.

	Average per-centage	Per-centage on previous voyage	present voyage
Displacement	10,660	10,976	10,976
Average speed	10.95	11.46	11.46
Fuel per day	9.414	10.6	10.6

During the voyage no trouble whatever was experienced with the turbo-blower installation, nor with any part of the machinery as a result of work- ing under the new conditions. The turbo-blower was opened up for complete examination on December 27, and was found to be in first-class condition with not a drop of oil, and no wear on blades, and no renewals needed.

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## CONSIGNEES' NOTICES.

SERVICES CONTRACTURES DES MESSAGERIES MARITIMES.

The Steamship, "GENERAL METZINGER"

Arrived Hongkong on Tuesday, the 4th June, 1929, from BORDEAUX, COGNAC ex. s.s. "TETUAN" and cargo from La Pallice, Havre &c., ex. s.s. "MEINAM."

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 13th June, 1929, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Godard & Douglas at 10.00 a.m. on Monday, the 10th June, 1929.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by L. LESDOS, Agent, Hongkong, 4th June, 1929.

WILH. WILHELMSEN.

THE NORWEGIAN AFRICA & AUSTRALIA LINE.

The Motor Ship, "TEPLAR"

having arrived from Norway via ports on the 3rd June consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THORESEN & CO., LTD., Agents, Hongkong, 3rd June, 1929.

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STILL IN KOWLOON DOCK UNDERGOING REPAIR.

The Lancashire Shipping Company's motorship, Raby Castle, which ran aground on the north-east end of Golo Island early on the morning of January 21, is still in Kowloon Dock undergoing repairs, having been towed here from the Philippines.

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## LOCAL BUILDING.

VESSELS UNDER CONSTRUCTION IN HONGKONG YARDS.

That local shipyards maintain their reputation is shown by the quarterly returns of vessels under construction in Hongkong. During the last three months, orders have been received by some of the well-known yards of the Colony from shipping firms not only of North China but also of the Philippines and Siam.

Three vessels completed during the quarter were the Sugo, Fu Ping and the Alabat, the first two at the Hongkong and Whampoa Dock Co., and the other at the Taikeo Dock and Engineering Co.

The Sugo is a steel screw motor vessel of 405.6 gross tonnage built to the orders of La Naviera Filipina Inc. of Cebu, who intend placing her on the P. L. coastal run. Her dimensions are length 104.4 feet, beam 23.1 feet and depth 10.75 feet. She left here just over a month ago under the American flag, her agents being then Williamson and Co.

The Alabat, a twin screw motor vessel owned by the Manila Railroad Co. of Manila, is also intended for the P. L. coastal run. With a gross tonnage of 660, her dimensions are length 102 feet, beam 34.1 feet and depth 12.9 feet. She left here about a week ago.

Built to the orders of the Katlan Mining Administration, the Fu Ping is a steel sea-going tug. She is not quite completed and still needs a few finishing touches. Her dimensions are length 110 feet, beam 25 feet and depth 11 feet.

A vessel which is nearing completion is the Nari, built by Kowloon Dock to the orders of the Siam Steam Navigation Co. of Bangkok. She is intended for the coastal run between that port and Bangkok. A steel screw steamer, she has a gross tonnage of 660 while her dimensions are length 105 feet, beam 35 feet and depth 11 feet.

At Kowloon there are at present six vessels under course of construction, there being three others at Taikeo. Of the six at Kowloon, five are motor vessels.

Two of the six are already named, these being the Kolumban and the Rizal, both built for La Naviera Filipina Inc. of Cebu, P. I. The former is a steel screw motor vessel of 660 gross tonnage and the other is also a vessel of the same type of 500 tons gross.

The only steamer under construction at Kowloon, is the one which is being built for the Siam Steam Navigation Co. of Bangkok, who intend putting her on the coastal service. The keel of the vessel has already been laid.

The other three motor vessels are all being built for firms in the Philippines and all will probably be used for the coastal service. They are all of 350 tons gross.

Of the three at Taikeo two are steel screw steamers of 2,850 gross tonnage to the orders of the China Navigation Co., the other being a steel screw tug of 120 tons gross for the Tientsin Lighter Co.

The Government, he said, had expressed admiration for the way in which the community had accepted the restrictions and had co-operated with the Government in its efforts to conserve available supplies. Questioned regarding the proposed public committee Dr. Kotewall said the appointment had been decided and now the membership was being considered.

Slight Fall of Rain.

There was a slight but welcome fall of rain yesterday morning, the

Public Committee.

Dr. Kotewall also stated that the Government proposes to appoint a strong public committee representative of all sections of the community for the purpose of assisting and advising the Government during the period of the water shortage.

He stressed the fact that the Government was taking every possible step to cope with the present situation and said that no efforts were being spared to discover suitable outside supplies which could be brought into Hongkong.

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## WATER SHORTAGE.

PUBLIC COMMITTEE PROPOSED.

Further emergency measures being undertaken by the Government in connexion with the water shortage were outlined by the Hon. Dr. R. H. Kotewall yesterday to a Press representative, when it was learned that ten railway trucks are being converted into tanks to bring in water from the New Territories, that inquiries are being pursued at the coast ports and elsewhere regarding whether water is available and that a public committee is to be appointed to assist the Government.

Dr. Kotewall stated that when the railway trucks were converted they would be utilized to bring water to Kowloon from Tai Po, Shum Chun and other places in the New Territories.

In addition the Government has communicated with the authorities in Canton through the Consul-General asking for permission to secure supplies of water from rivers and streams in the vicinity.

Going Far Afield.

The Government has also telegraphed the Consuls in the coast ports, and also the authorities at Shanghai, Manila, Saigon and Singapore asking whether potable water is available and under what conditions. Samples of available water have also been requested for the purposes of examination in Hongkong.

With regard to the Navy it was announced yesterday that H.M. tug Cherub and the oil lighter C408 have been placed at the disposal of the Government. The former will be used to bring in water from outside and the lighter may be used as a storage tank.

Dr. Kotewall stated yesterday that the Naval authorities had been asked to assist in the conveyance of water from outside, and in addition to the assistance already offered it is understood that gunboats are now engaged in taking samples of water at various places. These will be brought to Hongkong and examined with a view to discovering the suitability of the outside supplies investigated.

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## LOCAL RADIO.

TO-DAY'S BROADCAST PROGRAMME.

Broadcast by Z.B.W. on 350 metres. 1.48 p.m. Weather Report. 5.30-6.30 p.m. Programme of Chinese Music. (Records supplied through the courtesy of Messrs. The Sincere Co., Ltd.)

7.48 p.m. Evening Weather Report. 8 p.m. Evening Programme. (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.)

"Carneval," (Dvorak), Overture. Sir Hamilton Harty and the Halle Orchestra. "Toccata," (Boellmann), Organ Solo, Edouard Commette. Dance Music.

8.45 p.m. "On The Quarter Deck," March, "Eileanore," (Grace), March. The Regimental Band of H. M. Grenadier Guards. Dance Music.

9.15 p.m. "Sinfonia," (Bach), Wilhelm Mengelberg and His Concertgebouw Orchestra. Dance Music. 9.45 p.m. "Fluttering Birds," (Jelly Roll), March. "Jolly Bredone," (Jelly Roll), March. Sir Dan Godfrey and the Bournemouth Municipal Orchestra. Dance Music.

10.20 p.m. "The Yeoman of the Guard," (Gilbert and Sullivan), Vocal Gems, Columbia Light Opera Company with Orchestra. 10.30 p.m. Close down.

To-morrow's Programme. The following programme will be broadcast on Sunday from the Government Broadcasting Station Z.B.W. on 350 metres. 1.48 p.m. Weather Report. 5.30 p.m. Evening Service relayed from St. John's Cathedral. Preacher: His Lordship The Bishop. 7.48 p.m. Evening Weather Report. 8 p.m. Evening Programme. (H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.)

"Zampna," (Hercold), Overture. The Band of H. M. Coldstream Guards. "Mark! Mark! the Lark," "Who is Sylvia?" Boy Soprano, Master E. Laugh. "Donum," "The Pencher," Winchester College Glee Club. "Unfinished Symphony in B Minor," (Schubert), The Royal Opera Orchestra. Covent Garden.

"Cantilene Nuptiale," Organ Solo, Stanley Roper. "For All the Saints," "Mine Eyes Have Seen the Glory of the Coming of the Lord," Choir of the Temple Church, London. "When I Survey the Wondrous Cross," "Nearer, My God, to Thee," Westminster Central Hall Choir. "Konzertstück," "Concertino," Flute Solo, John Amadio. "In a Chinese Temple Garden," "In a Persian Market," International Concert Orchestra. "Nocturne in E Flat," "Murmur of the Forest," Pianoforte Solo, Mark Hambourg. "Toccata," (Puccini), Patmour, Mark Weber and His Orchestra. 10.30 p.m. Close down.

total registered at the Royal Observatory for 24 hours ending at noon being .09-inch. There were further light showers later in the day and the weather forecast gave some promise of a further fall.

To ensure fairness at the fountains, the police are now numbering each pair of fountains in succession, with chalk. At one fountain yesterday there were 171 pairs of fountains lined up waiting for the fountain to open.

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PERIM	7,649	29th June.	Marseilles, London, A'worp, Rotterdam & Hamburg
KASHGAR	9,005	6th July.	Marseilles, London & Hull
MIRZAPORE	6,715	9th July.	Straits, Colombo & B'bay
ALIPORE	5,273	19th July.	Straits, Colombo & B'bay
KHIVA	9,135	20th July.	Marseilles & L'don

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## U. S. AMBASSADOR TO LONDON.

GENERAL DAWES LEAVES ON  
THE "OLYMPIC."

### CONVERSATIONS "DUE"

New York, June 7.  
General Charles Dawes, the  
newly-appointed American Amb-  
assador to the Court of St. James,  
left for London to-day aboard the  
White Star liner "Olympic" to take  
up his duties.

General Dawes yesterday was in  
conference with President Hoover  
and Secretary of State Stimson,  
with whom he went over the whole  
field of Anglo-American relations.  
Other officials of the State De-  
partment were also present.

It was afterwards given out  
officially by the State Department  
that the new Ambassador has been  
given no special instructions with  
regard to naval limitation. The  
Administration is said to be of the  
opinion that the next move in this  
connexion must come from abroad,  
though President Hoover hopes  
that as the result of conversations  
between General Dawes and Mr.  
Ramsay MacDonald, the date of  
the calling of the naval limitation  
conference may be advanced.

Other questions likely to be dis-  
cussed by General Dawes in Lon-  
don include German reparations,  
the effect of the new American  
tariff on British trade, extraterri-  
toriality in China and the Ameri-  
can adherence to the World Court  
at the Hague.—Reuter.

### COUNTY CRICKET WASH-OUT.

(Continued from Page 1.)

went on first and in order to give  
Oxford an opportunity to bat,  
declared when 184 runs were on  
the board for the loss of 5 wickets.  
Oxford made 223 runs for the loss  
of 6 wickets when stumps were  
drawn.

### SOUTH AFRICAN TOUR.

Draw in Wet Weather at Derby.

Derbyshire drew with the South  
Africans at Derby, though the  
county team gave a much sounder  
batting display.  
South Africa made 166, to  
which Derby replied with  
208 for 6 wickets.

### Cambridge Match.

Cambridge gave a merry display  
of hitting against Sussex, com-  
piling 337 runs for the loss of 8  
wickets and declaring. Sussex  
responded with 266 for 7 wickets.

### A Friendly Match.

At Colchester, Essex was beaten  
by Notts in a friendly match, by five  
wickets.  
Essex batted first and compiled 154,  
Barratt taking 4 wickets for 29.  
Notts replied with 211.  
Essex, going in to bat again, scored  
108, Staples taking 3 wickets for only  
4 runs.  
Notts knocked off the necessary  
runs with five wickets down, com-  
piling 62 for 5.—Reuter.

### TWO SPORTS CLUBS BURGLED.

UNEMPLOYED CHINESE GETS  
TWELVE MONTHS.

Chan Shu, an unemployed  
Chinese, has been arrested by the  
police on charges of being con-  
cerned in burglaries occurring at  
two sports clubs recently.

Investigations have been made  
by the police in connexion with  
the disappearance of an electric  
fan valued at \$50 from the Club de  
Recreo, and of a wall-clock,  
valued at \$12, from the Craigen-  
gower Cricket Club.

The prisoner, who was charged  
with breaking into these two clubs  
and with stealing the articles  
named, was this morning  
sentenced to six months' hard  
labour on each charge at Kowloon.

### GOVERNMENT WORK.

NOTIFICATION OF TENDERS  
ACCEPTED.

It is notified in the Gazette for  
information that the following  
tenders have been accepted:  
Messrs. Ah Cheong \$40,186.50  
for (A) West Section—Lin Ma  
Hang to No. 11 Boundary Stone.  
Messrs. Pang Loong \$35,820.00  
for (B) East Section—No. 11  
Boundary Stone to Sha Tau Kok  
including all earthworks, bridging,  
walling, drainage with any other  
contingent work.

The Hon. Sir Shouson Chow  
returned to the Colony by the s.s.  
President Cleveland.

## SUNDAY CARGO WORKING.

HONGKONG LAW TO BE  
AMENDED.

FEE TO BE DOUBLED FOR  
CONTRAVENTION.

### SOME OTHER CHANGES.

The Gazette contains the draft of  
an Ordinance to amend the law  
relating to the restriction of the  
loading, working and discharging  
of cargo on Sunday.

The Objects and Reasons state  
that the First Schedule of the  
Sunday Cargo Working Ordinance,  
1891, Ordinance No. 1 of 1891,  
contains the form of permit which  
must be used under the Ordinance.  
That form recites the previous  
payment of the permit fee. No  
power exists in the Ordinance to  
alter this form, so that it can be  
altered only by a new Ordinance.  
Payment of the fee in advance is  
inconvenient because it frequently  
happens that a permit which has  
been taken out is not used. In  
such a case the holder of the  
permit is put to the trouble of  
applying for a refund of the fee,  
and the Harbour Department and  
Treasury are put to the trouble  
of making the refund. It was  
therefore proposed to pass an  
amending Ordinance so as to allow  
for the subsequent payment of the  
permit fee.

### False Endorsements.

Under the present Ordinance a  
practice has grown up of returning  
an unused permit to the Harbour  
Office with an endorsement to the  
effect that the permit has not been  
used. This is for the purpose of  
claiming a refund of the fee.  
There is, however, no penalty  
under the Ordinance for a false  
or incorrect endorsement of this  
kind. It was therefore proposed  
to include in the amending Ordinance  
the provision of a penalty for this  
purpose.

It was subsequently found that  
other amendments of the Ordinance  
were also desirable, on the  
following points:—

Section 4 of Ordinance No. 1 of  
1891, deals with the hours during  
which applications for Sunday  
permits may be made. This is  
a matter which would more  
properly be dealt with by regula-  
tion, if indeed it were necessary  
to legislate for it at all. It is  
omitted both from the present bill  
and from the regulations in the  
First Schedule to the bill, because  
it is thought that the matter may  
be left to departmental arrange-  
ment.

### Power Enlarged.

Section 6 of Ordinance No. 1 of  
1891 gives power to make regula-  
tions, but that power is limited.  
It is enlarged in the bill. For  
example, power is given to the  
Governor in Council to exempt any  
specified vessel or class of ship  
from the operation of the Ordinance.

Section 7 of Ordinance No. 1 of  
1891 provides a penalty for con-  
traventions of section 3 of that  
Ordinance, but no penalty is  
provided for breaches of regula-  
tions made under the Ordinance.  
The same section 7 makes "the  
agent and the consignee of such  
vessel" liable in the absence of the  
master. It falls to provide for  
the case where the ship has an  
owner in the Colony and no agent.  
Further the reference to "the  
consignee of such vessel" is  
perhaps a mistake, though a gen-  
eral consignee of a ship is not  
unknown.

### Imprisonment Question.

The same section 7 unneces-  
sarily deals with the question of  
the term of imprisonment which may  
be imposed in default of payment  
of the fine, a matter which is dealt  
with generally in section 57 of  
the Magistrates Ordinance 1890.

Section 8 of Ordinance No. 1 of  
1891 provides unnecessarily for  
the case of persons who assist in  
contraventions of section 3 of the  
Ordinance. The question of aiders  
and abettors is dealt with gener-  
ally by section 37 of the Magistrates  
Ordinance, 1890.

In view of these further points  
it was decided to repeal the  
present Ordinance and to re-enact  
it with variations. Most of these  
variations have been implicitly ex-  
plained above.

### Bringing Home Guilt.

The difficulty of bringing home  
to individuals any particular con-  
travention of the Ordinance seems  
to call for some special remedy  
for the protection of the revenue.  
Clause 3 (2) of the bill, therefore,  
provides that if any cargo is  
worked on any ship contrary to  
the provisions of the Ordinance,  
the master, and the owners,  
charterers, (if any) and agents of  
the ship in question shall be de-  
clared to have incurred a debt to  
the Crown equal to twice the

## REPARATION TASK COMPLETED.

COMMITTEE REPORT ISSUING  
ON SUNDAY.

### INTERNATIONAL BANK.

Paris, June 7.  
The Reparations Conference in  
Paris, which has been sitting since  
the middle of February, has con-  
cluded its labour at last. The Re-  
port of the Committee of Experts  
has been unanimously approved and  
signed.

It is understood that the report  
of the committee will be published  
in full on Sunday.

It lays down the proposals for  
the establishment of the Inter-  
national Bank for clearing purposes,  
details of which have already been  
given. The share capital of this  
Bank is to be \$100,000,000, one  
quarter of which will be paid up  
immediately.

It is also agreed that the bank  
shall be of a non-political character  
and shall be controlled by the cen-  
tral banks of the seven countries  
represented on the Committee of  
Experts.

A Committee of the Governors of  
these central banks will be ex-  
officio members of the new Inter-  
national Bank, with the right to ap-  
point further directors.

The Report also lays down that  
Germany may postpone transfers  
and conditional annuities over a  
period not exceeding two years,  
upon which a non-political advisory  
committee comes into being to con-  
sider the situation.—Reuter.

### LANCASHIRE THREAT.

EMPLOYERS CONSIDERING  
HEAVY WAGE CUT.

London, June 7.

The Lancashire cotton spinning  
employers have decided in favour  
of reducing wages by twelve and  
a half per cent.

The operatives are expected to  
strike if the reduction is effected.  
—Reuter.

### LIPTON'S LIMITED.

DRASTIC CAPITAL WRITING  
DOWN APPROVED.

London, June 7.

Meetings of various classes of  
the shareholders of Messrs. Lip-  
ton's, Ltd. have approved the  
scheme for the reorganisation of  
the company, involving drastic  
writing down of the capital of the  
company.—Reuter.

### THE KING.

PASSES A GOOD NIGHT.

London, June 7.

It was officially stated at Windsor  
Castle this morning, that His Ma-  
jesty had passed a good night.  
—Reuter.

### SHOWERY WEATHER.

The Royal Observatory forecast  
till noon to-morrow is:—South-  
west winds; moderate; cloudy,  
showery.

amount of the Sunday permit fee  
for the ship in question.

The reference in this sub clause  
to "forfeiture" is inserted in order  
to make the debt in question re-  
coverable by the procedure  
laid down in Ordinance No.  
6 of 1875. It is possible  
that section 7 of the pre-  
sent Ordinance makes master and  
agents liable criminally even in the  
absence of guilty knowledge, but  
it is considered that the case does  
not justify of provision of this ex-  
ceptional nature, and that it is more  
appropriate to make the master,  
owners, etc., liable to pay double  
the usual permit fee if the Ordi-  
nance is contravened, on the ground  
that it is their duty to see that the  
revenue is not defrauded in a mat-  
ter over which they have or should  
have control.

### Payment of Fee.

Clause 6 of the bill lays down that  
the fee for any given Sunday per-  
mit must in general be paid within  
seven days after the date of issue,  
but it also provides that the fee  
shall not be payable if the holder  
satisfies the Harbour Master that  
no cargo was received on board,  
loaded, worked, or discharged, on  
or from the ship in question on the  
Sunday for which the permit was  
issued, and if the holder shall also  
have complied with the law gen-  
erally so far as it is relevant to the  
permit in question.

The bill proposes to repeal both  
Ordinance No. 1 of 1891 and the re-  
gulations now in force thereunder.

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"The  
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A WARNER BROS. PRODUCTION

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"Charley's Aunt" and "The  
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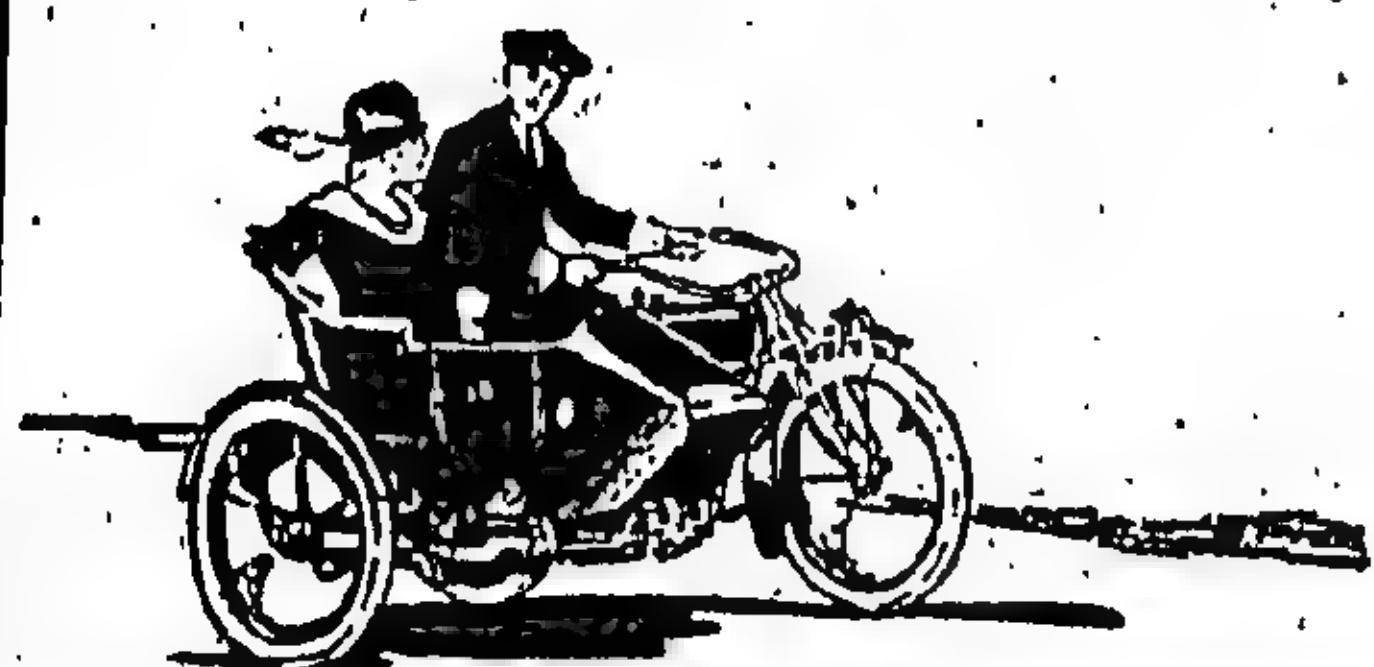
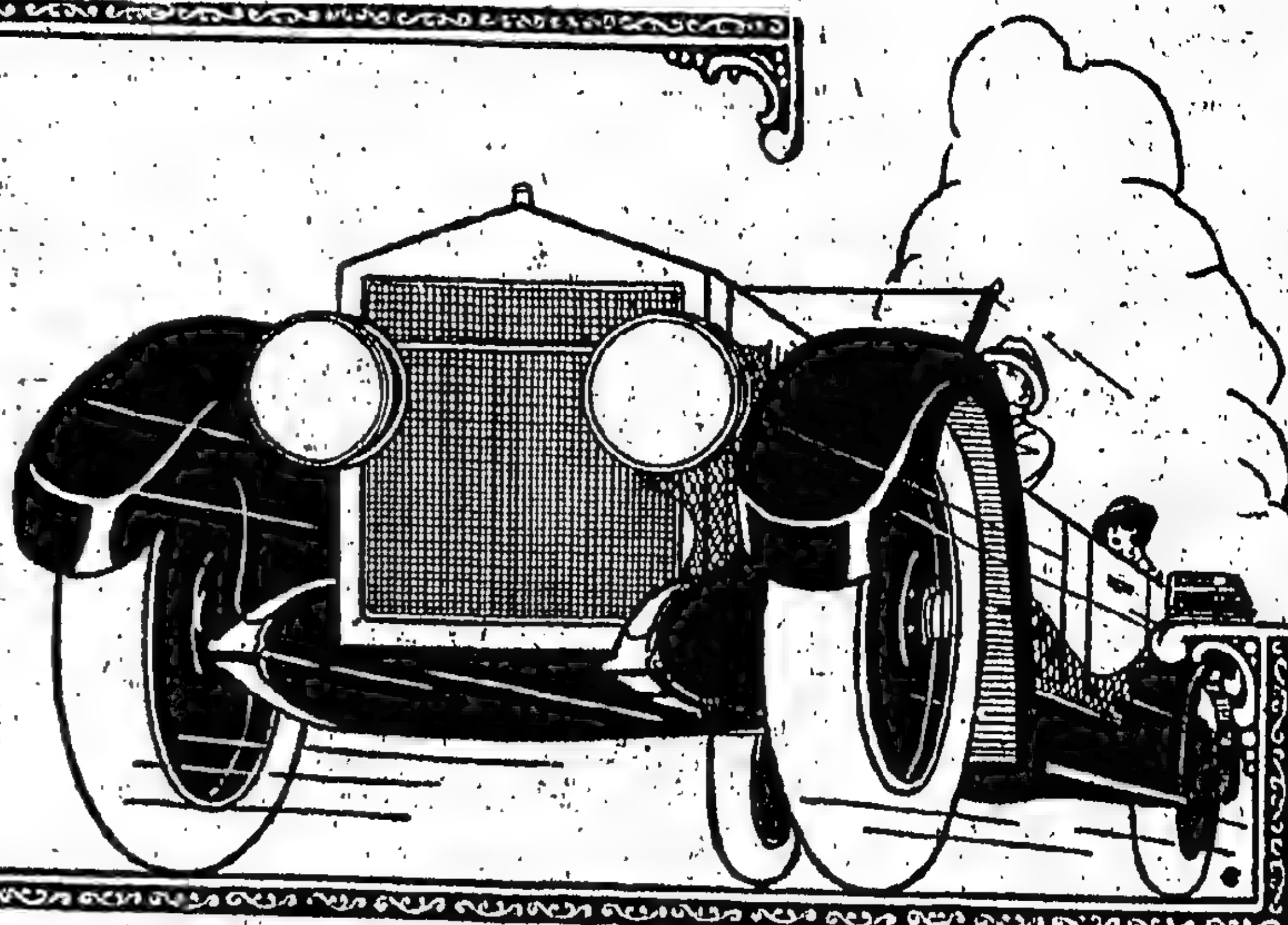
**STAR**

TO-DAY AND TO-MORROW  
At 2.30, 5.30 & 9.20



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH  
SATURDAY, 8th JUNE, 1929.  
Being the Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### The Wrong Method.

Several motorists have been prosecuted recently for exceeding the limit of 10 m.p.h. through controlled areas, and in two cases, traffic police officers stated that they had followed the offenders for some considerable distance, checking the excessive speed on the police speedometers. In the first place, the necessity of keeping the speed limit at so low a figure is questionable, but what we do object to is that a police officer should follow a driver guilty of dangerous driving, for a mile or so before taking action. For the purpose of this argument, we will assume that a speed of over 10 m.p.h. is excessive in certain districts, and that being excessive, it follows that public safety is jeopardised. In such circumstances, it should surely be the duty of the police to stop the danger immediately, and not to follow a vehicle until it reaches its maximum speed before taking action. To merely follow a speeding car for a mile or more is almost tantamount to condoning the offence, and in any case, the method is unfair.

### Wrong in Theory.

A police motor cycle can easily pass any vehicle travelling at from 30 to 40 m.p.h. and it should most certainly do so immediately, stopping the driver and reporting him. It might easily happen that after being followed for some considerable distance, a fatal accident occurred as the result of the speeding, and in such an event, we imagine that any police officer who, being able, had not stopped the vehicle before the accident happened, would not be entirely free from blame in permitting the speeding.

### Controlled Speed.

We think that the limit of

10 m.p.h. is rather on the slow side, and venture to say that very few drivers do observe that speed through controlled areas, and furthermore, that they do not cause any danger to the public in consequence. The argument that a ricksha may suddenly come out from a side street holds good up to a point, but where a main road is sufficiently wide, a car travelling at even 40 m.p.h. is less likely to collide with slower moving traffic for the simple reason that it is well clear of a side street by the time the ricksha has made its turn into the main thoroughfare. Whenever driving can be said to be the danger of the public, strong action should be taken, but discretion should be exercised when a car travelling at a fairly high speed can do so quite safely owing to a clear and safe road. Only this week, we have had an instance mentioned to us where a local motorist smiled to himself as he followed a police official through a controlled area at 19 m.p.h.

### Reliability Essential.

Britain's two giant airships R.100 and R.101 are now nearing completion and will attract an enormous amount of public interest when they take the air, for they embody the very latest practice in airship design and construction. Each vessel contains special features, which will be watched with particular interest, as, for instance, the heavy oil engines which form the power units of the R.101. For driving the auxiliary machinery in the R.100 two 6-cylinder Accedes engines are employed. These are normal motor car engines in every way, the only addition being the fitting of a governor to control the engine speeds. The normal specification of the Accedes engine was the specification required by the Air Ministry, and the engines were chosen for their reliability from quite a large number of other types after undergoing very severe tests under the supervision of Air Ministry officials.

## GOOD DRIVING.

Means Longer Service.

(Hints By Israel Klein.)

The difference between two automobiles of exactly the same age and make is usually the difference between their drivers. One will give better service and will last longer than the other because its driver knows his car and can get the most out of it with the least possible strain on its motor or on his own pocketbook.

There is a way to drive an automobile that makes it an economical pleasure. There is another way to drive the same car that causes it to break quickly under the strain. The former method is the easiest and cheapest.

Take the simple matter of mileage. It has been repeatedly stated that the most economical road for a motor car is around 35 miles an hour. Take that speed steadily on the highway and no only will the most possible mileage be obtained from the fuel, but little if any time will be lost in travelling.

The speeder has to slow up every time he catches up with a slower moving vehicle, every time he gets to a crossing and every time he reaches a town. The consistent 35-mile-an-hour driver keeps right on going at this steady pace and slowing up means little to him, for there is very little call for him to go less than 35 miles an hour at any time while on the highway.

The steady flow of gasoline at 35 miles an hour is much more economical than the irregular spurts demanded of the speeding vehicle. Besides, the faster the car goes the less proportionate amount of fuel is actually burned in the cylinders, for less time is afforded for the burning of the gases as the piston pump faster.

The result of this is that much gasoline is wasted and a great deal finds its way into the crankcase, diluting the oil and wearing down the cylinder walls so much faster.

When the car is driven fast, also, oil is burned up faster. The motor gets so hot that the oil in the crankcase has no time to cool off sufficiently and therefore goes up in smoke. That is why sometimes, after a fast drive, we smell the odour of burning oil. And that is why, after a fast long run, we have to replenish the lubricant that has dwindled down considerably.

Fast driving also means considerable wear on the tyres. An actual test by one of the tyre manufacturers of Akron has shown that tyres on a car going 45 miles an hour will wear out twice as fast as those on a car driven 35 miles an hour. That's quite an increase for the difference of only 10 miles an hour.

Another result of fast driving is a heavy strain on the motor and on all the other moving parts connected to it. Although motors nowadays are built for speed, they can't be expected to last as long as those that are driven at a slower rate and with more consistent speed. If the motor is built for speed, so much the better if it is actually driven slower.

The high compression, high speed motors of to-day take a terrific beating in operation. They must be remarkably well constructed to keep this up for any length of time.

The driver can forestall the day when such motors will break down by not doing anything that would "punish" them. Driving at fast speeds in short spurts is one form of severe punishment that isn't good for the motor.

## HINTS FOR THE NOVICE.

Little Things That Mean Much.

DON'T TAKE RISKS.

More harm is done by ignorance of the mechanical parts of a car than anything else. Study the literature supplied you, and although you may never attempt to do any repairs, it will exercise a big influence on your treatment of the car on the road and in the garage. The man who takes the trouble to get a fair knowledge of the internal parts of his machine places himself in a better position to appreciate what is necessary to keep it in condition and reduce wear, and also it will make him more careful in his driving.

### Legal Half of the Road.

If you have no previous road experience, you will find at first that your greatest fault will be in decision. Your legal half of the road is the left, but remember the snag of the pedestrian. His place is his right hand side of the road, and if you meet one you must pass him on his left hand side. It is very much the same thing with horses. More often than not you will find them coming into the traffic on their right hand side. If one or more are being led, the man will be on the horses' side furthermost from the kerb, that is, between the animals and the oncoming traffic. If a man is riding one and leading the other, he will be seated on the horse furthermost from the kerb. Pass on the left-hand side, otherwise the side nearest to the driver or leader.

The most uncertain thing on the road is the pedestrian who is walking ahead well out from the left kerb in the direction of your travel. He may bolt to his right or to his left. Slow down almost to a stop, if necessary, until he decides.

### Safety First.

Don't risk things. It is better to treat all bends and cross roads as if the greatest danger always lurked there. Unless you can see round a bend ahead never overtake a vehicle on one; wait until you can get into the straight and see your way clear. Treat everything and everyone as if they will probably do something extremely silly, and you will go far on the line of safety first. Never turn out of one road into another at speed or into the centre of the road you are entering. Keep strictly to your correct side and take things slowly. Beware, also, of the secondary gear.

road crossing the foot of a hill. If the hill be steep, get into second, or even low gear and switch off the engine. This will help you to keep control of the car.

### Hill Failure "Wind."

Make proper use of your gears. The power of an engine depends upon its "revs." Don't wait until your engine's "revs" have slowed down before changing into the next lowest gear. Change down fairly early before the gradient stiffens, and keep up your engine's speed. If your engine fails on a really bad hill and you get windy, get into reverse gear, switch off the engine, and drop down the hill slowly by declutching and clutching; the low reverse gear and the brakes combined will keep the car from running away. Learn to judge distances and speed on the level, and you will be able to control your car without constant braking. Cultivate the use of the handbrake. A light movement of the handbrake often gives better deceleration than the rough application of the footbrake. It also causes less strain and less tyre wear. On hills use the two brakes alternately. Learn traffic hand signals and use them.

### Learn to Reverse Well.

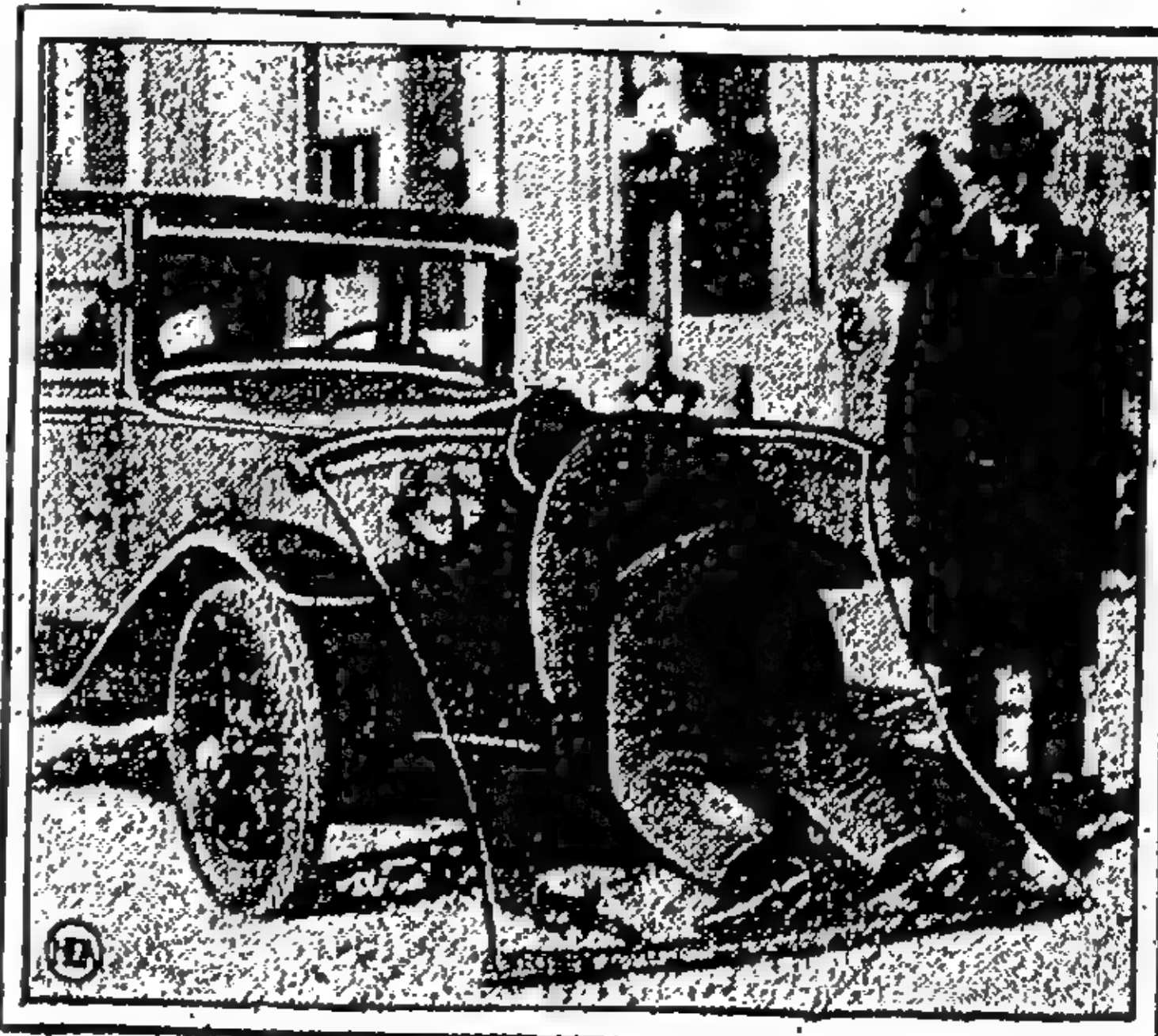
And do learn how to manage or manoeuvre a car in a confined space. It saves your pocket and other people's tempers. Take the car to an unfrequented side street as often as you can and practice driving straight backwards, round the turning into another street, and mark certain points to represent obstructions and drive between and round them.

In the straight street map out with two stones or paper a space between two imaginary stationary cars at the side of the road and practice getting your car into that space near to the kerb.

Drive forward until you are level with the "radiator" of the first imaginary car, and then reverse into the space. If you misjudge things, stop, go forward again, and then reverse. Remember the rear wheels do not follow the track of the front wheels, but describe a more acute circle.

Do not move the steering wheel until the car is moving. To force the front wheels over by the steering wheel when the car is stationary imposes a bad strain on the gear.

## MAN CATCHING NET FOR CARS.



The above suggestion appears to be rather cumbersome. When not in use, the net folds up, and can be released by pulling a lever.

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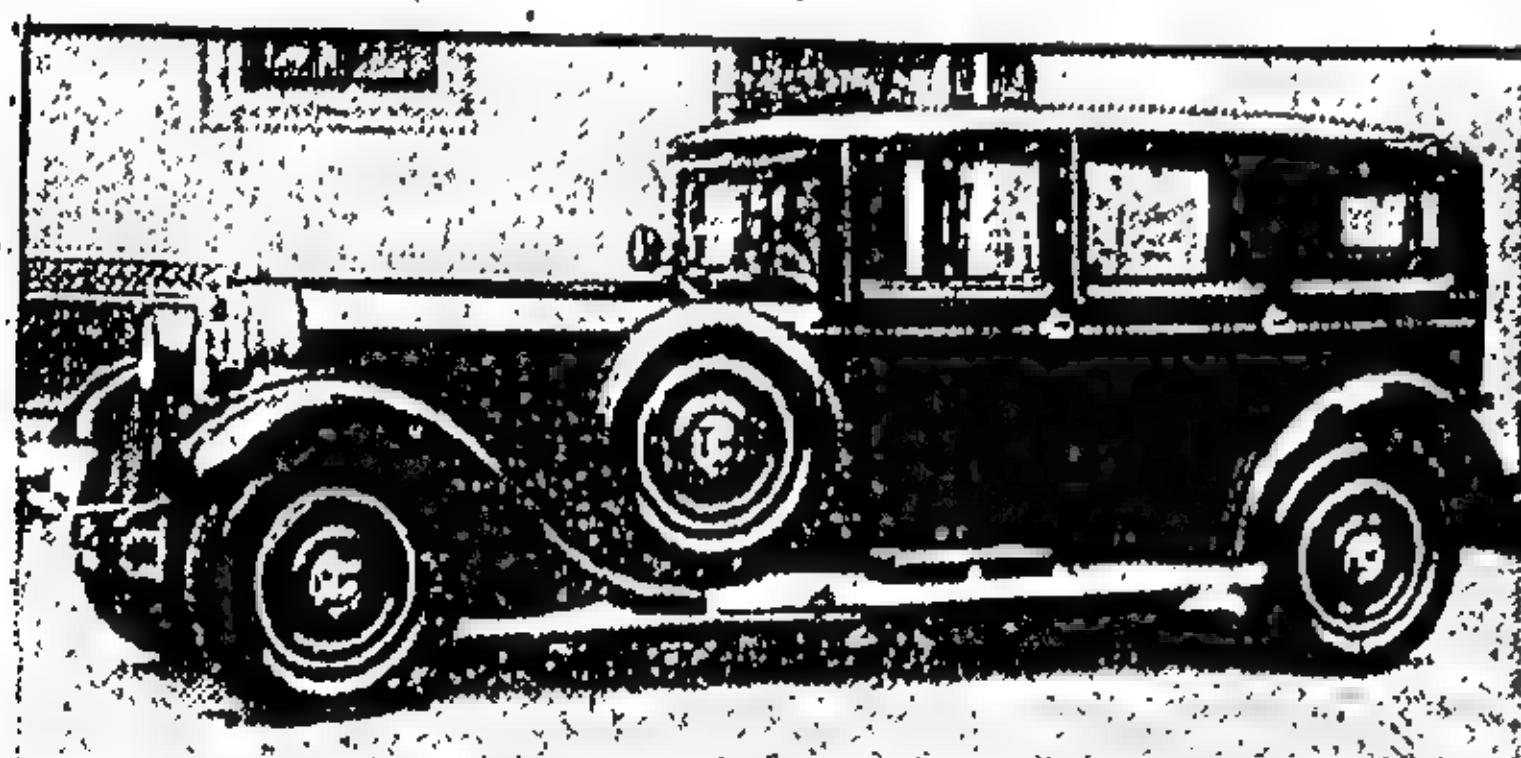
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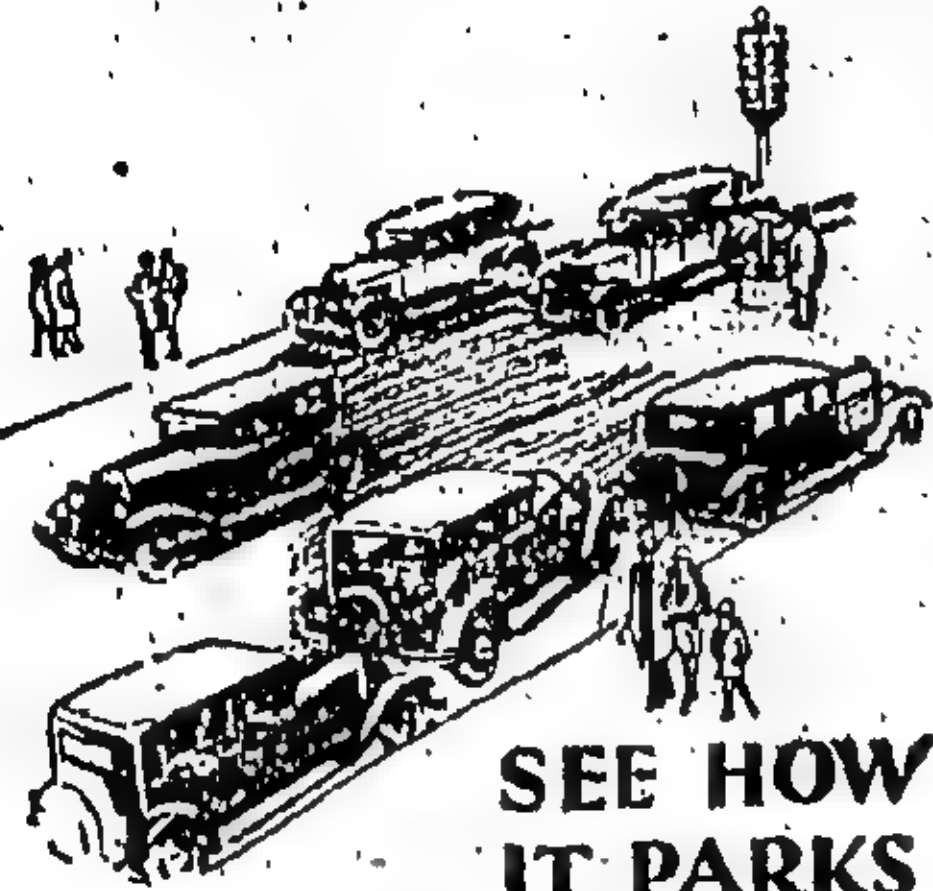
## THE POPE'S NEW LIMOUSINE.



This eight-cylinder Isotta-Fraschini limousine has been presented Pope Plus XI by the Milan Automobile Club for his travels from the Vatican grounds. Lower photo shows the luxurious interior.



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DEAL DIRECT.

## REGULATING TRAFFIC IN PARIS.

The City of Taxi-Cabs in Difficulties.

### DANGEROUS HOURS IN CENTRAL DISTRICT.

From the point of view of traffic, no two great cities are alike; each has its special individuality, and therefore each has its own traffic problem. At the one pole is Manhattan Island wherein New York, enclosed between the East River and the Hudson, has been forced to sprout upwards into skyscrapers. At the other pole is Tokyo, which, with less than half the population of London, spreads with its little dwellings over an area greater than that of any other city in the world. There are, roughly speaking, great cities that sprawl, others that are bounded and shut in. To each category the population test applies differently. To the one sort a lateral measurement only suffices; to the other there is as with New York, a vertical element to be considered.

Even more than New York, Paris (says the correspondent in the Manchester Guardian) is an island city. What has made it an island are its ring of fortifications created in the forties of the last century. They encircle it like a medieval wall, and most, traversable only at the various gates, and at these gates the stranglehold is made all the more intense by the absurd octroi system. Paris, in a word, is still a walled city, and within its walls dwell nearly three million people, and what is most to the point, virtually the whole of the motoring class. Such a congestion, both of human beings and of vehicles, is not to be found elsewhere.

#### Sticking to the City.

Paris has, to be sure, its suburbs. But the less said of them the better. It would be hard to find a parallel to the inner "zone," with its misery and filth. The outer industrial zone is hardly more tolerable. These "suburbs" have nothing in common with the outer dormitories of London. No one who valued his skin, much more his health or his comfort, would dream of venturing therein. The wealthy and the middle class of Paris keep prudently within Paris proper and keep their cars within Paris.

Comparing London and Paris as a whole—the vertical test, the French capital would come out on the average some three or four storeys higher, a fact which accounts for the barrack-like regularity of all the streets alike, and renders Paris, outside one or two main avenues, so extremely ugly as a city. To give full force to this vertical element, it should be added that the Paris population is pretty well entirely herded into tenements (rich and poor alike), and that save for the dark courtyards of the tenement blocks there are virtually no open spaces, gardens, or parks.

#### The Hours of Encumbrance.

At lunch time and at nightfall this virtually congested population pours into the streets simultaneously. These are what in Paris are called "the hours of encumbrance," an exact phrase. At these hours the city traffic is brought pretty well to a complete block. Between mid-day and 2 p.m. and between 5 p.m. and 7 p.m. no one who was not an invalid would dream of traversing central Paris in a motor-car or taxi. More and more during these hours taxi-drivers in the outskirts are refusing to take clients into the centre. Still less would one, unless one were compelled, think of taking the "Metro" (i.e., the underground) or the "buses." The queues at, for example, the Opera "Metro" station are interminable, and anyone who had to wait less than an hour for a place on a bus one might judge himself lucky.

The government of the city is partly to blame. Why it should object to the compact double-deck "bus" of the London type and prefer the long, unwieldy, caterpillar-like single-decker, often six-wheeled, so that in making the slightest manoeuvre it blocks a whole thoroughfare, is beyond imagining. Nor why it prefers single-decked trams that linked together in two or three long cars constitute rather railway trains than trams and hold up traffic in their deliberate passage for two or three minutes at a time. Let a Manchester man imagine the Chorlton-Didsbury trains crawling across Albert Square or a Londoner the local trains of Charing Cross meandering across Trafalgar Square in the

masquerade of linked tramcars and he would have a faint idea of the Place de la Republique, or the Place de la Bastille in the crowded hours of the day. Nor again can it be understood why these cumbersome motor-buses and tramcars run so few and far between. They create a maximum of blockage when they do run, but provide no corresponding or compensating service. Had Paris anything like the London motor-bus service, or the Manchester tram-cars life would be much easier. But why it should be so is a mystery that only tradition, prejudice, and the singularity of Paris as the only great human agglomeration in France—in other words, the lack of experience,—can explain.

#### Too Many Taxis.

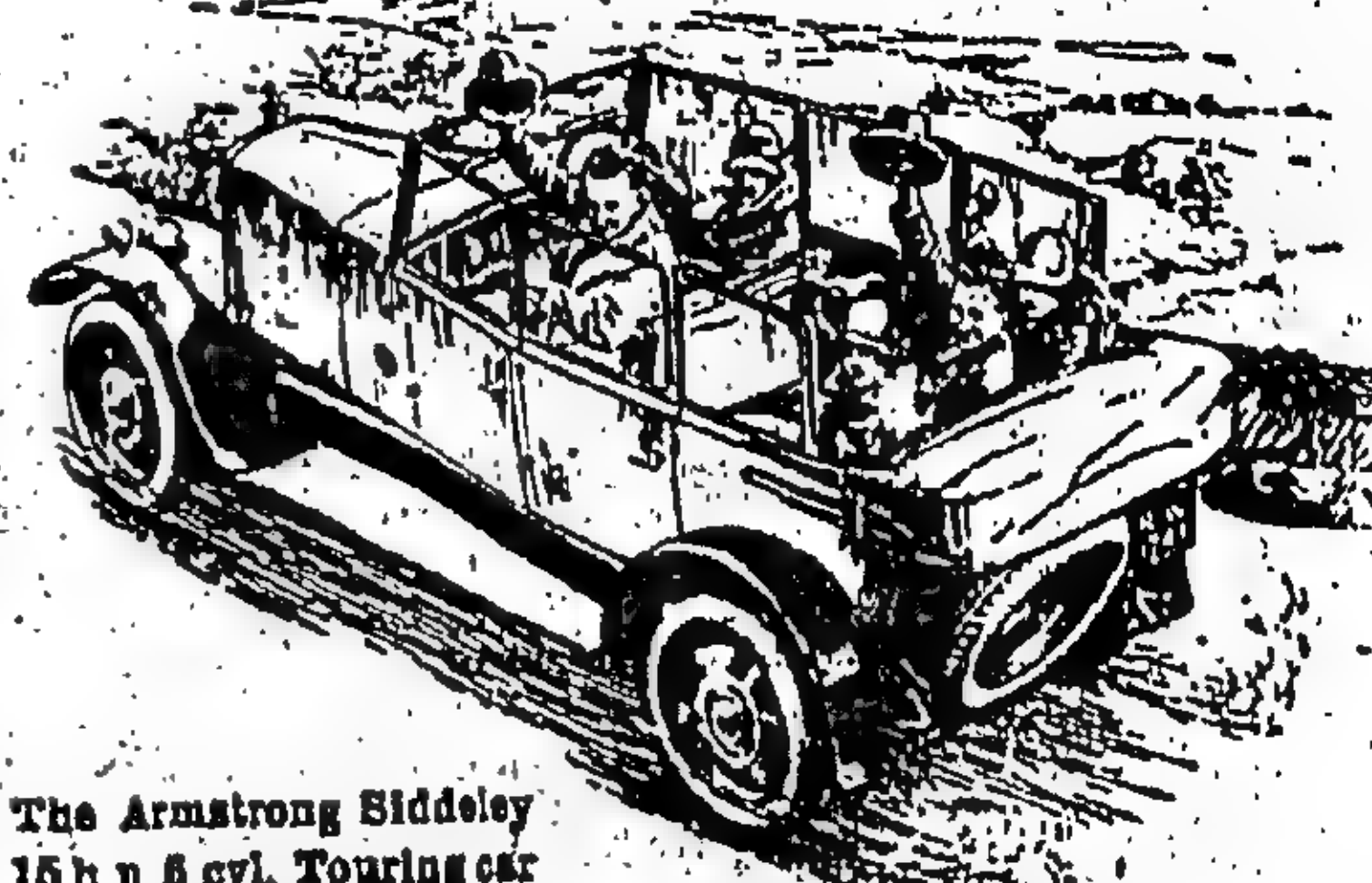
The result is an enormous superfluity of taxis. In Paris a taxi costs only fourpence a mile. There is no extra charge for extra passengers, so that for three or four people they are even cheaper than the buses. And then in a virtually walled city there are such short distances to go. No wonder that Paris has more—let it be said in justice better—taxicabs than probably London and all the other cities of the United Kingdom combined. No wonder, too, thanks not only to the taxis but the innumerable private cars in a land where the petrol and motor-car tax is so low,—that the traffic problem of Paris is beginning to appear insoluble. Nor is the comic press guilty of excessive satire where it suggests that at certain times of the day it would save time and money both for taxi-driver and client if the one could attach a taximeter to the log of the other, accompany him on foot to his destination, and charge him accordingly.

#### M. Chiappe, Traffic Dictator.

A few more details to complete the picture. Like London, Paris is cut across by a river, but, unlike London, the south side here, "La Rive Gauche," is as important and as busy as the north. Imagine the City and the theatreland north of the Thames, and Buckingham Palace, Whitehall, the House of Commons, Mayfair, and Bloomsbury to the south of the Thames. Then cut between the two the barrier, nearly a mile long, of the Louvre and Tuilleries Gardens. Add the many centuries-old, exquisite, and narrow bridges like the Pont-Neuf and the Pont-Royal—architectural glories that no one in Paris (unlike London) would ever dream of touching. The transatlantic problem in Paris is much graver than that of London.

The dictator of Paris traffic is M. Chiappe, Prefect of Police, the most energetic, innovating, and miracle-working Corsican since Napoleon (incidentally, with some of his faults). Five years ago the traffic control here was almost comically chaotic, the joy of every English visitor; to-day it is equal, if not superior, to that of London or even of New York. No capital city can boast of such splendidly efficient "pointsmen" few of so well-drilled a motor world, even though it be somewhat excessively at the expense of the pedestrian. No other capital possesses so fine or so large a host of taxis or such skilful—too skilful and too daring—taxi-drivers.

A few years hence, perhaps a few months even, it may become necessary at the hours of maximum "congestion" to thin down traffic in the centre of the city; to weed out unnecessary vehicles, to invent a system of "passes," to invent what in New York is called metaphorically a "curfew." But the "curfew" will not be, as in New York, between 7 p.m. and midnight, but between 5 p.m. and 8 p.m., for the Parisian is a homegoing, early-to-bed creature. A further relief will inevitably be found in double-deck "buses" of the London type, and their multiplication at least seven or eight fold, which would mean a corresponding reduction in the number of taxis now altogether excessive. A romantic, sensational press talks of "upstreets and downstreets" of traffic at different levels. But this would mean the rebuilding of Paris from top to bottom. It would be cheaper to destroy the city and erect it on another site. Such Utopias are not worth serious consideration.



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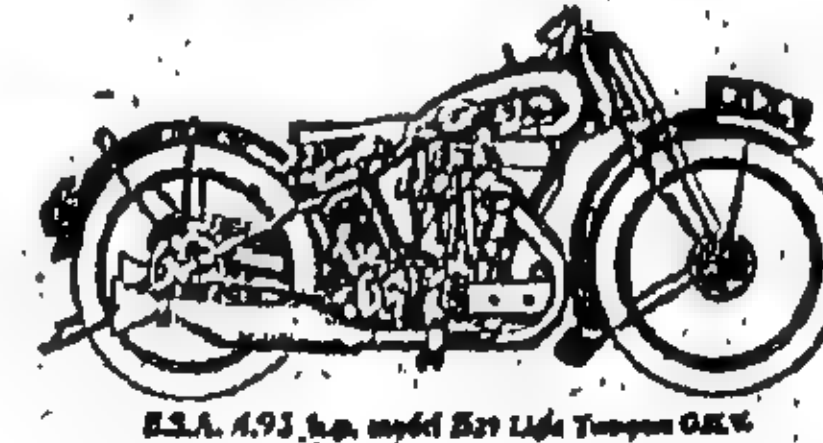
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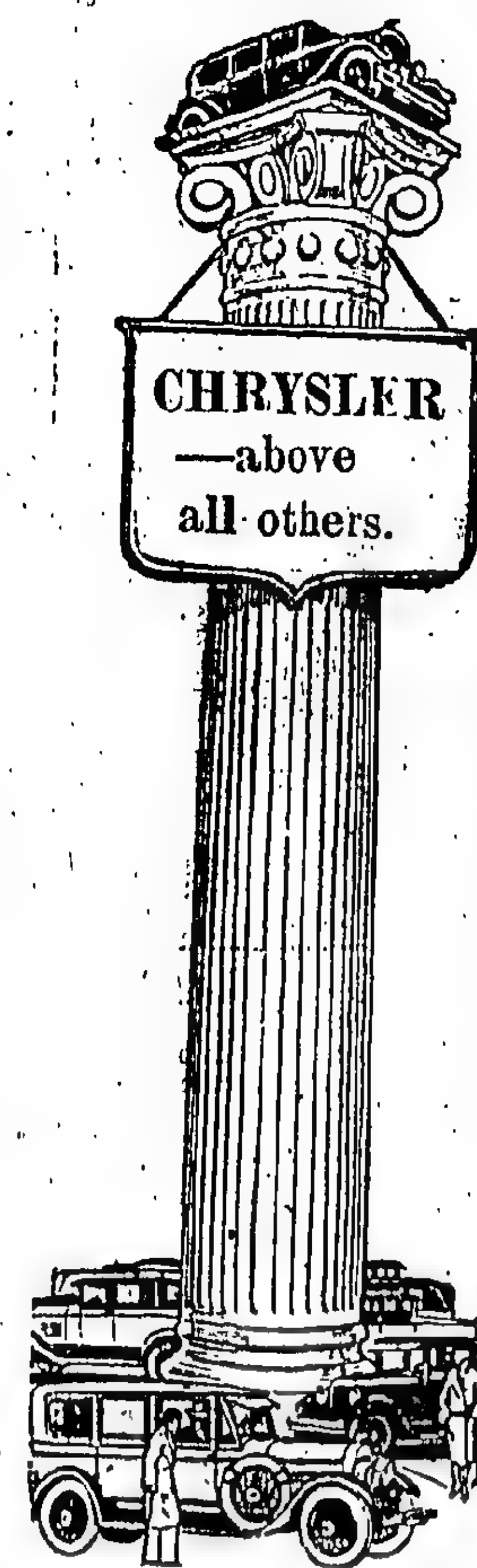
#### WOOD GAS IS NEW.

French scientists are succeeding in deriving a new gasoline substitute, called "gazogene," from wood. The product is obtained by capturing the gases which are thrown off in the process of making charcoal.

#### ROAD SAVING HINT.

Highway officials of the General Tyre & Rubber Company estimate that between \$25,000,000 and \$40,000,000 could be saved in road building and maintenance if all trucks were forced to travel on pneumatic tyres.





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## HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

BACK WITH CARE!

It is a well-known fact that fully as many of the minor damages suffered by cars are sustained when they are moving ahead and accidents to pedestrians, by their being backed into, are by no means uncommon. Crumpled mud guards, dented gasoline tanks, bent tyre carriers and spare rims, broken lamps and damaged radiators, caused by backing collisions, are more numerous than ever before, now that cars are overcrowded with parked cars and the overwhelming preponderance of closed cars has greatly increased these accidents. Novice drivers, who are confused as to which way their cars are going to turn, when on reverse, who do not have delicate control of the accelerator and who let the clutch in with a sudden jerk are responsible for many of these smashes, while "dashing" operators, who do their backing with a rush, can be blamed for a goodly proportion of them. Safe backing in daylight requires sufficient caution, but backing in darkness calls for the utmost caution and many manufacturers, recognizing this fact, are equipping their cars with backing lamps, which throw a strong light to the rear, while reverse gear is engaged. Such lights can readily be installed on old cars and their adoption should be more general. A good rear bumper installation affords nearly complete protection against collision damage to a car which is being backed, for unless it is moving unreasonably fast on reverse, the bumper will harmlessly absorb the shock of impact with a tree, pole or another car. However, as there is still a large proportion of cars, which have only front bumpers or no bumpers at all, carrying a rear bumper does not prevent inflicting damage to other cars by backing into them. Moreover, the height of bumpers is not uniform enough on all cars to insure their lining up and meeting in collisions, and sometimes the bumper of one car passes under that of the other, and damage to car parts still results. Here are a few suggestions as to avoiding rear smashes: Unless you know that the "coast is clear," never back except at the lowest possible speed. When in close quarters, never back unless you know how the wheels

are "cut" and which way the car will turn. Have a good, well-adjusted rear view mirror and use it. Look out for pedestrians behind—especially at cross walks. Never assume there is no car directly behind you, because there was none when you stopped, for one may have arrived there unnoticed. Let someone else pilot you, when backing at night or in ticklish situations. In all a backing light, if possible.

**Valve or Piston-ring Leakage?**  
Question.—One cylinder of my engine has much less perfect compression than the others. I have ground and reset the valves with the greatest care, but still this cylinder leaks gas, so I surmise the leakage must be past the piston. How can I find out certainly whether this is the case or whether the valves still leak?

Answer.—Put a couple of table-spoonfuls of steam cylinder oil or other very heavy oil into this cylinder, through the spark plug hole and turn the engine over with the starter until this is worked in back of the rings. This should seal them against leakage unless they are in very bad condition. Then crank this cylinder over and if compression seems much improved, it is practically certain that most or nearly all of the escape is past the rings. Leakage past a piston can generally be heard as a hissing sound, when one listens at the breather pipe opening.

**Lower Ratio in Steering Gear.**  
Question.—My 1919 car is still running very well, but the steering gear turns so hard, as compared with those on late cars, that it is a fatiguing job to work it into and out of parking places, under present crowded conditions. Would it be possible to improve this gear in any way, so I can manoeuvre the car with less effort?

### 12,834 MORE.

#### Week's Record Output.

Motor plants in the U.S.A. and Canada produced 129,422 motor vehicles in the week ending March 9, 1929. This was an increase of 12,834 over the previous week, and was the record for the year.

The greatest individual total was Ford's 44,250 vehicles (including 150 Lincolns), while General Motors combined rolled 47,112 vehicles off the production lines.

The greatest proportion of the General Motors' output was supplied by Chevrolet, with 30,009 units. This was an increase of 1000 a day over the preceding week, as all plants swung into higher production of the six.

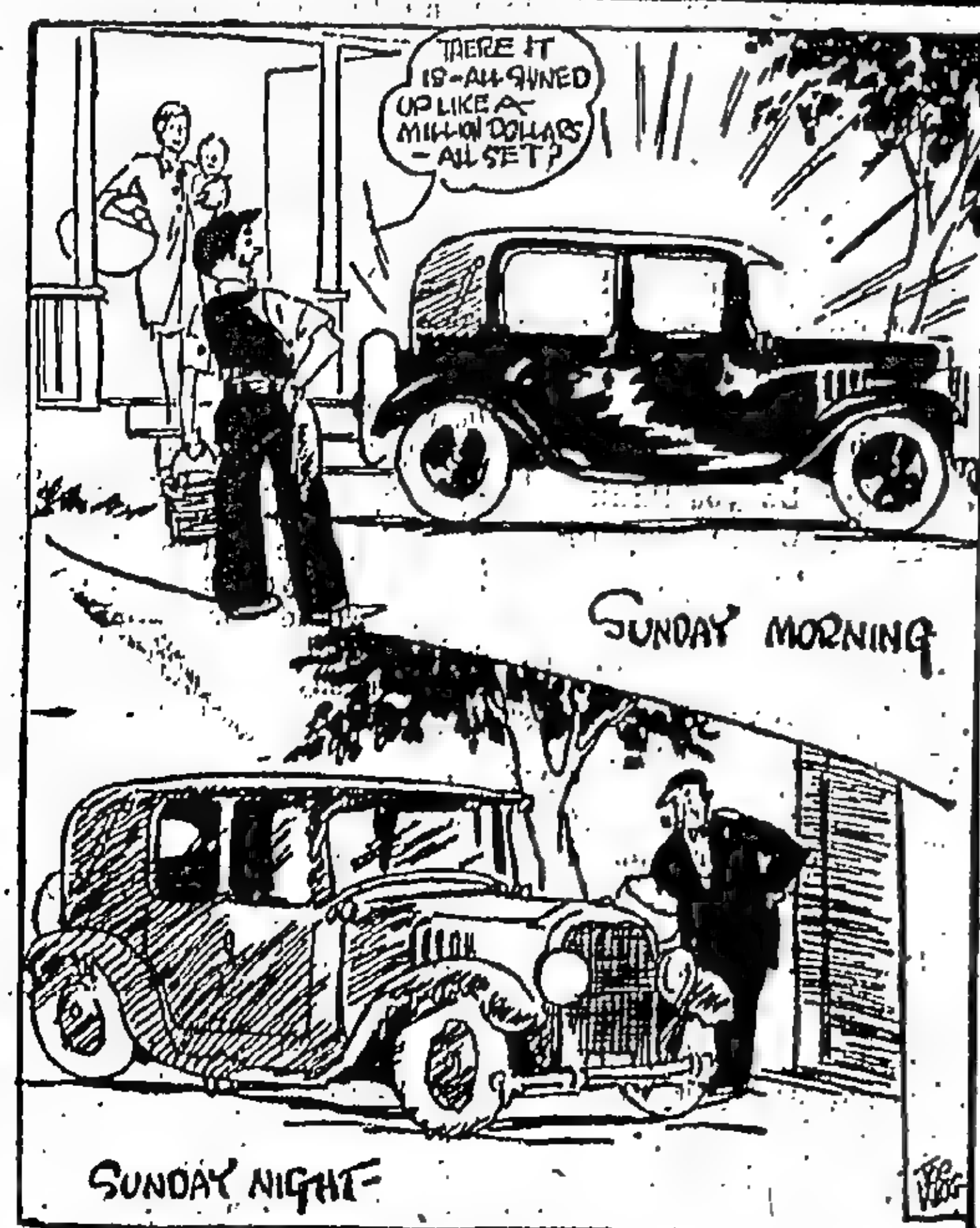
### MILE-LONG TUNNEL.

#### Road Through Sandstone.

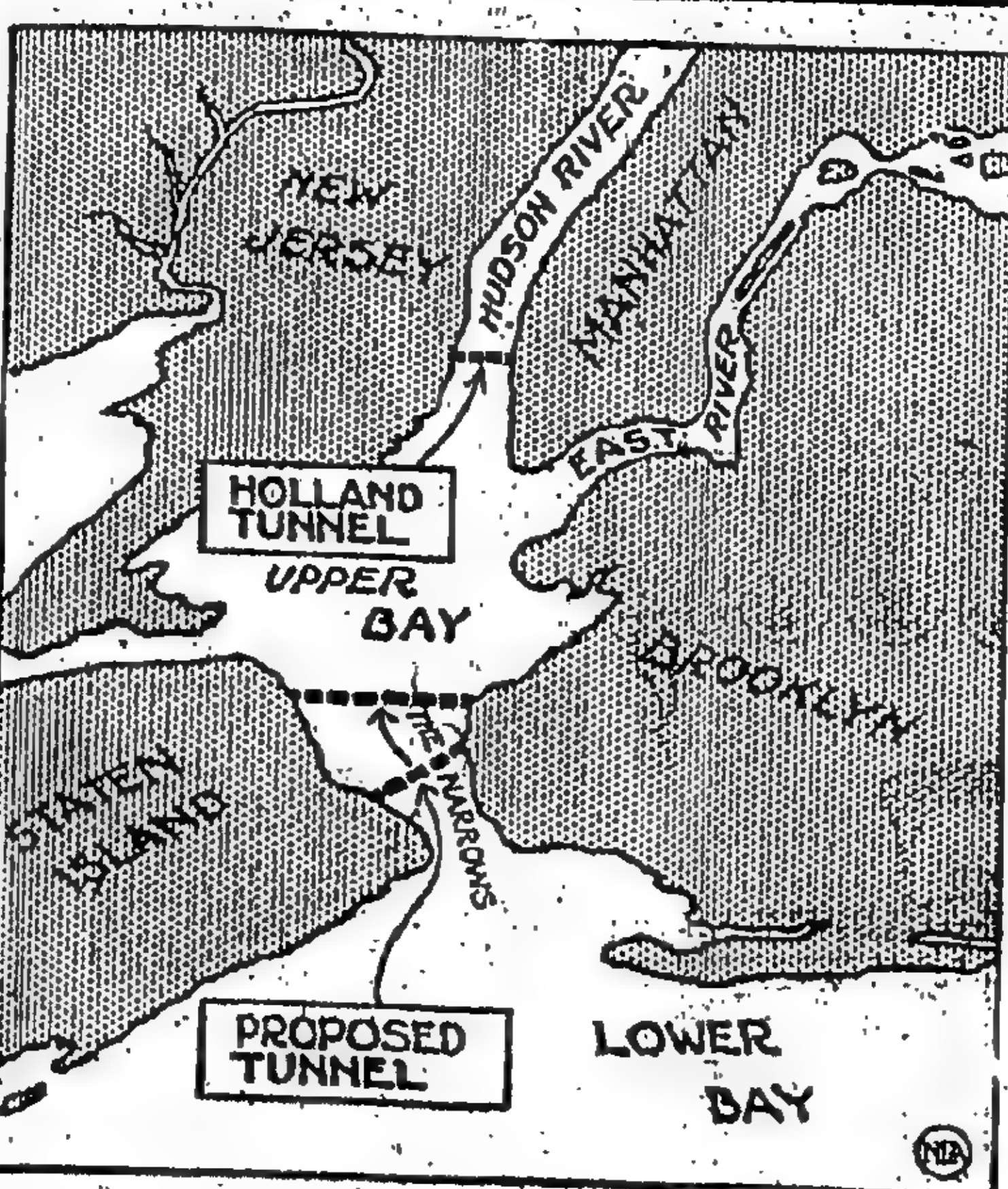
A tunnel for motor vehicles, extending a mile through solid sandstone, is a feature of the Zion-Mount Carmel highway, in the western part of the U.S.A. This tunnel is nearing completion. In addition to the boring of the tunnel, galleries are opened up every thousand feet, which will make it possible for tourists on this highway to look out into the inspiring panorama of Zion Canyon, one of the most magnificent stretches of scenery in the country.

During 1928 the General Motors Corporation sold nearly 2,000,000 cars.

### THE SEASON STARTS.



### AMERICA'S PROPOSED NEW TUNNEL.



This bird's-eye sketch of New York harbour shows how the proposed tunnel under the Narrows in New York Bay would further link traffic between that city and New Jersey. A comparison in length of the tubes may be noted between the existing Holland tunnel under the Hudson and either of the proposed routes across the bay.

New York, April 22nd.—What will probably be the greatest underwater construction task modern engineering has ever undertaken will be the proposed vehicular tunnel across The Narrows, under New York Bay, connecting Brooklyn and Staten Island.

The success of the Holland vehicular tunnel, the underwater link between Manhattan Island and New Jersey, evidently impressed officials to such an extent that the demands of residents of Brooklyn and Staten Island for an outlet for Jersey bound traffic will in all probability be realized through this tunnel.

The board of estimate and apportionment of New York has directed the board of transportation to select a route and prepare plans for the tunnel. This means that everything is in readiness for construction as soon as details are worked out.

Two possible routes present themselves. One in consideration is the abandoned Hylan freight tunnel, started in 1923, on which \$6,000,000 was expended during the former mayor's term.

#### Two-Mile Bore.

This route, should it be selected, would extend from Brooklyn to Fort George, Staten Island. It would entail underwater construction of about two miles and would be between 70 and 75 feet below sea level. Abandoned work on this route consists of two shaft borings, 24 feet in diameter.

The second route to be considered is that from Fort Hamilton, Brooklyn, to Fort Wadsworth, Staten Island. This route would call for underwater construction of about a mile, but would have to be worked at a greater depth than that of the Hylan tunnel—100 feet.

While money has already been expended on the Hylan tunnel and two shafts sunk, this is thought of as no advantage because the new tunnel is to be 20 feet in diameter and the present shafts are only 24 feet wide. Practically the same work would have to be done to enlarge these borings to the required diameter.

Another disadvantage of the Hylan route would be the two-mile stretch of underground work—more than a mile longer than the Fort Hamilton-Fort Wadsworth course.

#### Planned for 20 Years.

This tunnel is by no means a sudden inspiration. It has been under discussion for twenty years. A harbour strike brought the question of the tunnel to the front during Hylan's term. His idea was to construct a freight tunnel and with this idea in mind work was started. This in no way would relieve vehicular traffic and this fact was brought to the attention of Governor Al Smith. Work was

stopped and has never been resumed since Hylan left office.

Recent revival of interest in the project brought action in the city legislature and Mayor Walker pledged his support to the movement. The outcome is the present plan.

Estimated cost of constructing this tunnel runs from \$50,000,000 for the shorter course to \$75,000,000 for the longer. A present plan for paying for the construction as suggested by Alderman President McKee, and looked upon with favour by the city, is a toll method of financing.

#### By Trench or Shield.

Engineers will consider two methods in constructing the tunnel. One is known as the trench method. The other is known as the shield method.

In the former, which was used in the construction of the Holland vehicular tunnel, the iron shell of the tunnel is assembled and laid on the sea bed. It is then sunk in a trench dug alongside it and secured with concrete. This method is used in case of a rocky sea bed.

The shield method is employed when the sea bed is composed of mud and soft substances. Cast iron circular shields at each end of the tunnel are forced through the soft earth by means of compressed air. Workers in the tunnel are kept out by compressed air pumps. These two shields meet in the centre of the tunnel, completing the bore.

Shafts sunk in the bed of the bay and at the extremities of the tunnel will determine the composition of the sea bed and the method to be used.

#### Ventilation Problem.

Ventilation of the tunnel will be the most difficult of the engineering tasks, it is said. As was the case in the construction of the Holland tunnel, the actual labour and boring of the tunnel is a process of mathematics and mechanical labour. But science enters the ventilation angle and difficulty is expected here. This factor also may have some influence in the location of the tunnel route.

According to J. B. Snow, chief of the tunnel division of the board of transportation, the actual construction is "child's play," compared with the ventilation problem.

If the longer of the two tunnel routes is decided upon, it will exceed the length of the Holland tunnel by more than a mile in underwater construction. Then, too, it will be about 15 feet deeper under water. If the shorter course is decided upon it will exceed the Holland tunnel by almost a third of a mile in underwater construction. This route would make it almost 40 feet lower than the Holland tunnel.

### MILEAGE RECORD.

#### Moving British Territorials.

#### UNIQUE PLAN.

Several remarkable mileages are disclosed by a unique organization especially formed in Great Britain to hire out to Territorial units the different types of motor vehicles required by them for training.

This year the fleet to be used by the British Territorial Force consists of 12 lowest reconnaissance cars, 5 Clayton chain-track tractors used for hauling 60-pounders each of which, with its carriage, weighs

over 7 tons; and 15 Karrier six-wheelers by which a battery complete, with guns and personnel can be taken complete from the Territorial headquarters to their camping ground.

All the vehicles are fitted with Dunlop tyres, some of them the original tyres with which the venture began two years ago. Since then many of them, according to an investigator, "have run 30,000 miles and the treads are hardly marked."

These results are even more interesting when it is considered that the rear equipment of the Karrier six-wheelers have been operated during part of the period with caterpillar chain tracks, not only across country but on hard road surfaces as well.

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FITTED WITH M.A.G. ENGINE  
OUTSTANDING ACHIEVEMENTS OF THIS  
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175 c.c. 1st, 2nd, 3rd, 4th, 5th All on M. & G.  
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350 c.c. 1st on M. & G. M.A.G. engine  
500 c.c. 1st on M.A.G. engine  
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350 c.c. 1st on M. & G. M.A.G. engine  
500 c.c. 1st on M.A.G. engine

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**THE FRENCH MOTOR CYCLE Co.**

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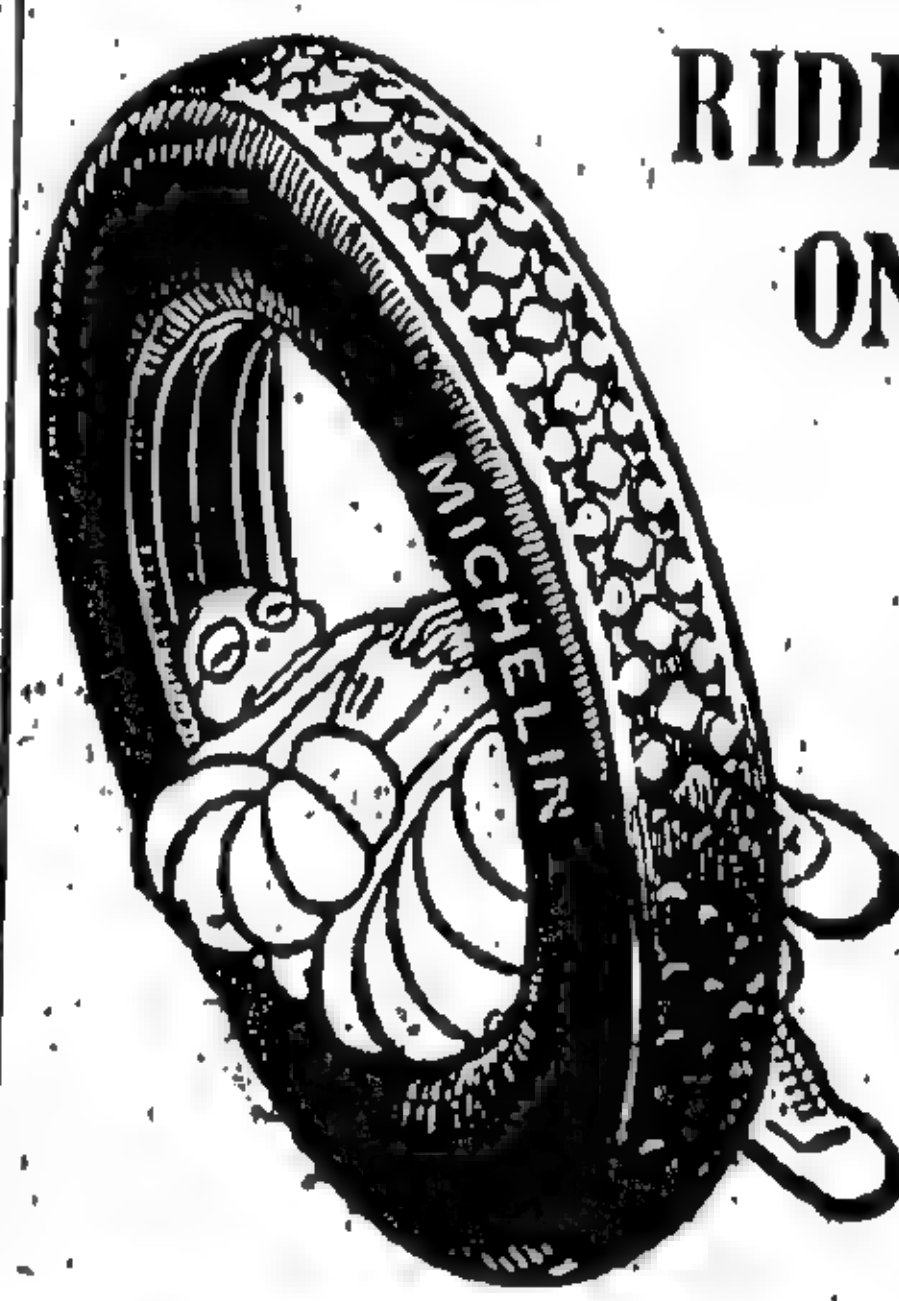
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Incorporated in England  
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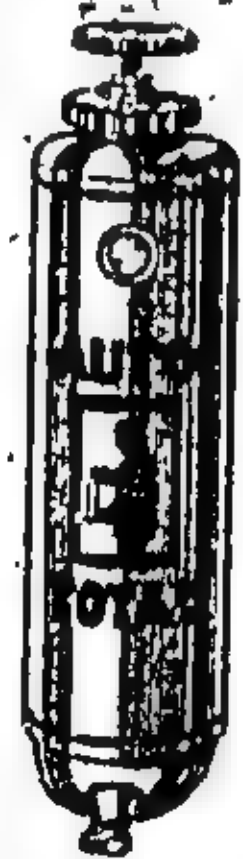
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Don't wait until your  
car squeaks — lubri-  
cate every 500 miles

A SQUEAK in your  
automobile is  
like a pain in your  
body—a danger sig-  
nal. The best way is  
to stop them before  
they begin. If you  
look after your chassis  
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every 500 miles—  
you won't have  
many squeaks. And  
better still, you won't  
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bills. Our rapid-fire lubri-  
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away the inconvenience  
and loss of time  
formerly associated  
with chassis lubrication.  
Just a few  
minutes on the rack  
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YOUR CAR  
SHOULD  
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THE BEST  
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Prices from  
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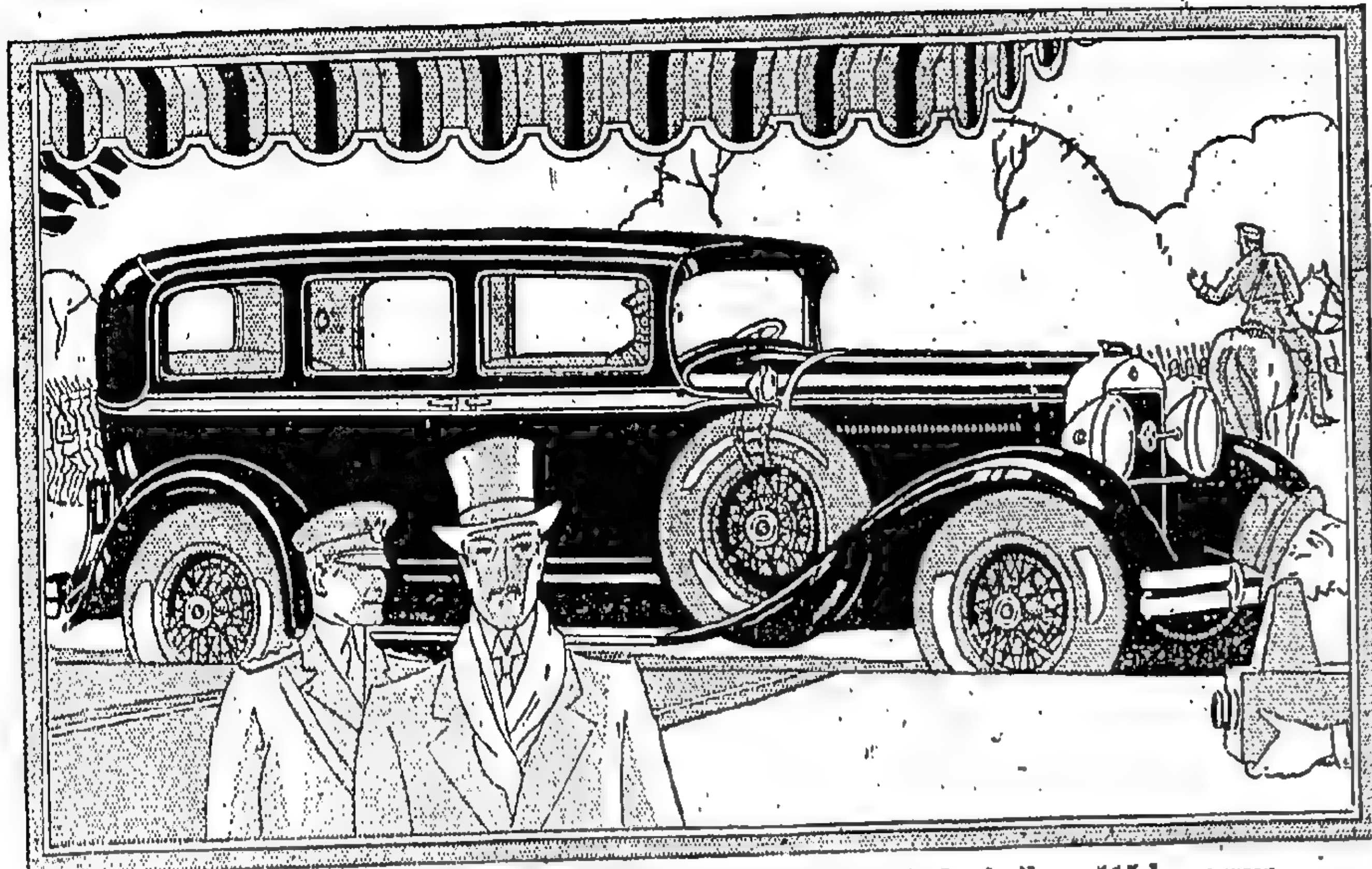
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#### ADVERTISERS

All advertising to be  
inserted in this Motor  
Supplement, must be  
delivered not later  
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Wednesday of the  
week of publication.



# Champion performance Champion economy...



STUDEBAKER'S NEW PRESIDENT EIGHT STATE SEDAN FOR SEVEN—135-inch wheelbase, 115 horsepower. Six wire wheels; luggage grid, Houdaille shock absorbers and ball bearing shackles, standard equipment.

STUDEBAKER'S advanced engineering brings you world champion performance without sacrificing fuel economy. In a recent economy competition held in California under supervision of the American Automobile Association, 37 women piloted 37 different makes of cars to a mountain top 6000 feet above sea level.

Studebaker's new President Eight won first prize in its division with an average of 33.7 ton miles per gallon. In the sweepstakes, open

to even the smallest cars, Studebaker's average of 33.7 ton miles per gallon was second only to the score of a very light-weight car.

The President Eight is a car of great performance and power, having won 11 world records for speed and endurance by racing 30,000 miles in 26,326 minutes! Studebaker alone offers you the lasting satisfaction of owning a World Champion Car—without paying a premium in either first cost or operating cost.

#### Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (20,000 miles in 28,328 minutes); The Commander Eight; The Director (20,000 miles in 47,613 minutes); The Ermine (20,000 miles in 906 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices range from HK. \$2,320.00 to HK. \$6,140.00

## THE HONG KONG HOTEL GARAGE

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Tel. Central 4759.

# STUDEBAKER

BUILDER OF CHAMPIONS

NOTHING  
BETTER  
THAN

# BROCKWAY

Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—  
A Modern Truck of Advanced Design—Superior in Performance

## THE TRUCK WITH SPEED, POWER AND ENDURANCE.

Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

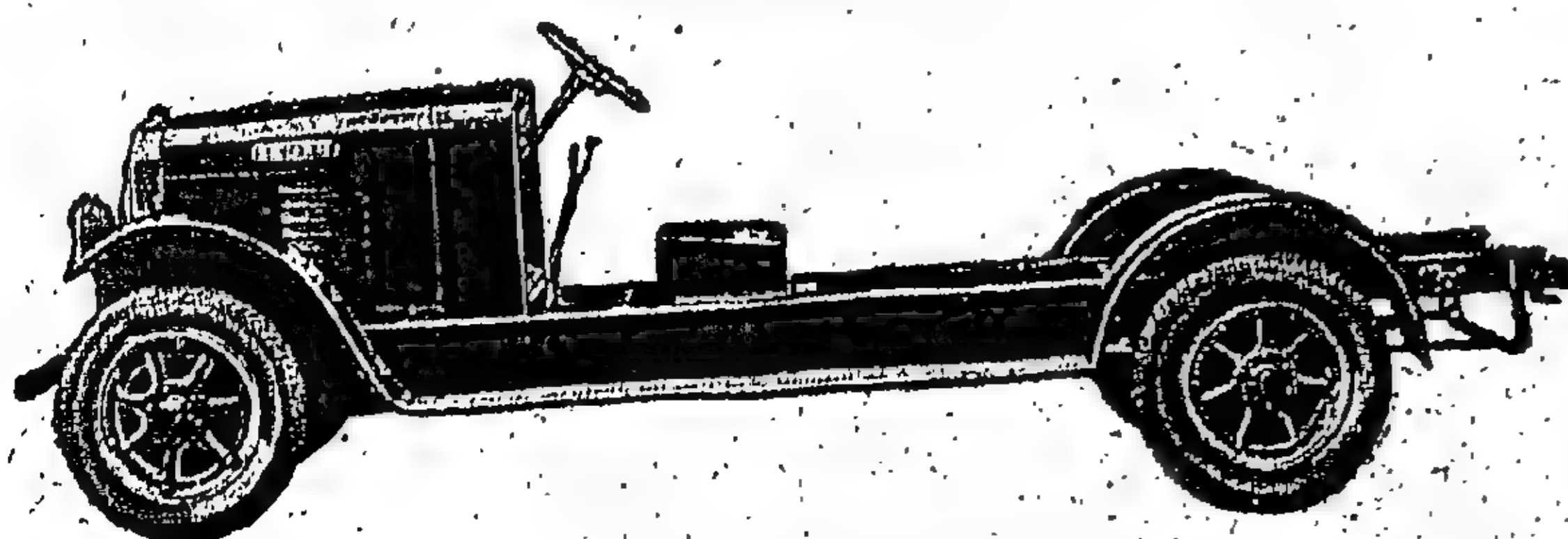
### FULL PARTICULARS FROM—

## THE ASIATIC AMERICAN CO.

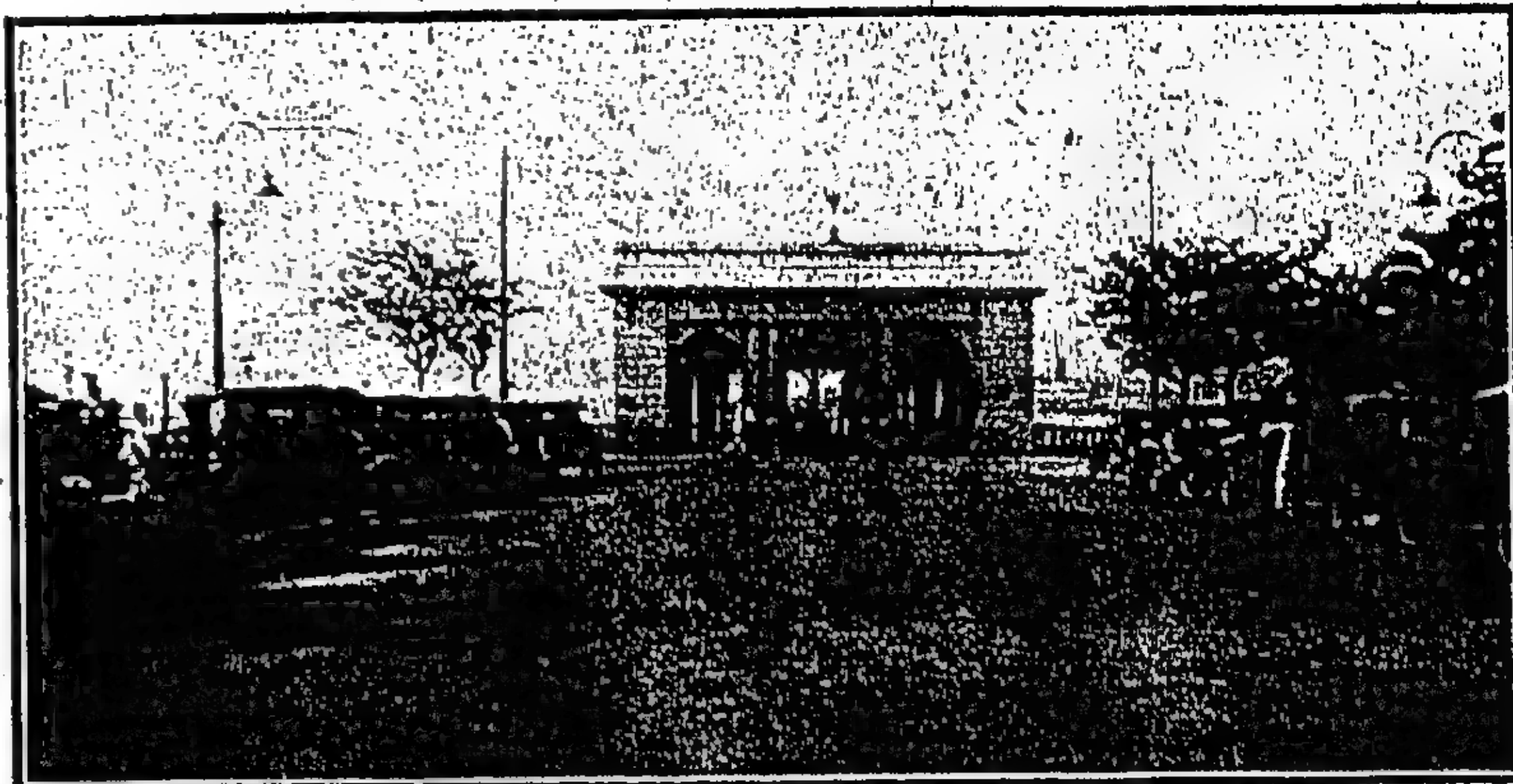
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11, QUEEN'S ROAD EAST. Tel. C. 575.  
48, STANLEY STREET. Tel. C. 244.

LET THE  
BROCKWAY SOLVE  
THAT  
TRANSPORTATION  
PROBLEM!



## PARKING AS IT SHOULD NOT BE DONE.



From Queen's Pier through to Des Voeux Road is greatly in demand for car parking, but no effort has been made to make the best use of this convenient locality. Cars are allowed to occupy valuable space lengthwise along the pavement, whereas were they to back on to the kerb obliquely, three times the number of vehicles could probably be accommodated. The above picture shows the present waste of space.

## HE LIKED AN OPEN CAR—AND SHE PREFERRED A SALOON.

The Story of a Domestic Difference.

(By the Hon. Mrs. Victor Bruce.)

### CASUS BELLI.

His Side of the Question.

Well, now, dear, let's come down to brass tacks about this motor-car. It's decided we'll have an open car this time, isn't it?

Yes, I knew we'd have a bother! But what do you think God's sunshine is for? You would sit in a stuffy room all day and call it motoring!

—and Hers.

An open car? I should jolly well say not! This weather? Why, we should both be down with rheumatics or pneumonia or something!

Sunshine's for the insects! Last time I went out in an open car I swallowed a daddy-long-legs, caught three gnats in my eyes, and nearly lost my permanent wave!

Duet:—Oh, it's not good enough! Motoring simply isn't worth

while in { closed } Cars

(Please strike out clause which does not apply.)

### SOLILOQUY.

Each retires humbly to his or her corner of the room and affects absorption in various reading matter—he in the financial columns of the evening paper; he in the latest Edgar Wallace. So do times change. If we could hear their thoughts they would be something like this:—

HE:—

I suppose she'll want some great lumbering hearse of a car with shiny coachwork that shrieks Dignity at you!

Paint and varnish are all very fine if you don't have to clean the car on a cold and frosty morning. I do. It's the only way to get the job done properly. Do it yourself.

And then I'll bet she will want a free wheel—Scottish blood will out! I suppose women haven't got enough brains to learn to change gear decently.

Why she wants to sit bolt upright I can't imagine. I like to see the wings as well as anyone, but there's no need to look at a stuffed dummy.

And the gadgets! A Christmas tree is a fool to what her car would be in six months. Then she would want to sell it and start all over again. Never a thought of 'ing the fixings.

That open exhaust of his is sheer swank—or else he's too lazy to sound the horn. I like to be able to talk in comfort.

I wonder if she's still huffy—

SHE:—

Leave him alone and he'll choose some cramped little sporting car that I wouldn't be found dead in! Pretence, not performance!

He ruins a suit of clothes every time he cleans the car. Why not pay to have it done? Then varnish wouldn't matter. If I had thought he would be so mean I wouldn't have married him.

Double declutch up as well as down—that's the sort of thing he likes. How I hate gear-changing! And then look at the petrol a free wheel wastes!

Decent bucket seats and plenty of headroom—that's what I want. Even if you are a backboneless sort of creature there's no need to roll in the car and tell the world.

I suppose I am a bit gone on gadgets, but they are all useful, and I don't see why I shouldn't have a little comfort. If only he wouldn't take them off and leave the dash, board full of holes—!

That open exhaust of his is sheer swank—or else he's too lazy to sound the horn. I like to be able to talk in comfort.

I wonder if he's come to his senses yet—

### ARMISTICE.

This splendid isolation begins to pall. Each casts a sidelong glance at the other; catches and is caught in the act; and diplomatic relations are resumed.

His Graceful Gesture.

I say, I've been thinking... No, seriously. Do you think a sunshine saloon would solve the problem of closed or open car?

But WHY CAN'T WE GO MOTORING TOGETHER?

—and Hers.

Oh, what with? It's an idea, so long as we don't have to go motoring together too often and so long as I can have the car whenever I want.

Because if you had the roof open it would be so beastly draughty; and if I had it closed you would say it was so beastly stuffy.

### PAX.

And so they purchased two motor-cars.

(Daily Mail)

### MOTORING POLICE.

When vacancies occur in the police force of the prefecture of Paris, preference will be given to candidates who hold a motor driver's licence, according to a recent notice by the Prefect of Police.

### MUST STUDY SAFETY.

Seven U.S.A. states now have safety instruction as a part of their school curriculum. They are New Jersey, North Carolina, Ohio, Virginia, Pennsylvania, Illinois and Indiana.

## NOT HELPFUL.

Compulsory Insee.  
Rejected.

## REPORT AFTER TWO YEARS.

Declaring that it is "no safety or accident prevention measure, and but a partial and highly ineffective means of protection against pecuniary loss," the joint legislative committee appointed by the State of California (U.S.A.) rejected the idea of compulsory insurance of motor vehicles.

The rejection is contained in a report covering the committee's observations and investigations into means of reducing traffic hazards covering two years.

As the motor laws of California are somewhat lax in their application to damage by motor vehicles, the committee recommended that the liability be broadened.

One suggestion is that the licenses of persons against whom a judgment establishing negligence in motor vehicle operation has been entered should be revoked unless the judgment is satisfied promptly.

## TESTING THE DRIVER.

Climbs and Turns.

## EXAMINATION ORDEALS.

The following letter recently appeared in the *Daily Telegraph*: "Sir,—Your correspondent, Mr. Ainley, says that in one foreign city where he has lived, those applying for licences to drive motor-cars are 'put through their paces' in a very thorough-going fashion. I do not know to which city he refers, but I have myself personal knowledge of the stiff examination which exists in Geneva.

There, as in the case Mr. Ainley mentions, the candidate is accompanied in his car by a police official, who, throughout the test journey, gives him verbal orders. It is rather like a viva voce, with the difference that the candidate's 'answers' are expressed in the form of a series of demonstrations of what he can (or does not) do with his car! It is, in fact, a most trying ordeal, and the task of acquiring oneself well is not made any easier by one's natural anxiety to win the approval of the official 'passenger.'

Among other things, you are directed to drive up a hill of more than ordinary steepness, stop halfway, and start again; and if in the process your car should drop back even a foot you run the risk of being disqualified. Up the remainder of the climb the official may dismount and walk slowly, the driver's task being to keep his front mudguard a specified very short distance behind. If your mudguard should brush the examiner's coat tails again you lose 'marks.'

You may also find a group of sticks awkwardly arranged on the ground around your car, and be asked to drive out of them without touching any one of them. Should you be spared one or other of these tests you will almost certainly be directed into a narrow street and there told to turn your car right round without grazing the pavement.

I cannot see any reason why there should be difficulty in establishing examinations for drivers in England, as Mr. Mylius appears to think would be the case "in view of the large number of applicants." Surely the great increase in the number of would-be drivers itself emphasizes the growing need for "tests of skill and fitness."—Yours, etc.,

TRAVELLER.



## HUGE AIRSHIPS.

## Goodyear Undertaking.

## U.S. TO EUROPE.

Aeronautical engineers in the United States and Europe are making definite plans to establish commercial airship routes over water. They are pioneering in this endeavour because the most logical route for an over-water ship would be the heavily travelled lane between the United States and Europe.

Over water travel has been contemplated before over land travel because it effects more stable weather conditions and a greater saving in time as compared to the steamship.

For this reason the first all-American passenger ship was designed to meet these conditions.

In building military ships it was recognized that they must answer long-distance cruising requirements, so that they could accompany a sea fleet and should be able to cross the Atlantic with full load and ample fuel reserve.

These two different types of ships were taken into consideration when The Goodyear-Zeppelin Corporation of the Goodyear Tyre and Rubber Company, designed the two ships that are now being built at Akron, Ohio, U.S.A. for the United States Navy.

The two radically different types of ships were merged into a new type of ship, to be inflated with hydrogen and of about 6,500,000 cubic feet capacity. They will have about the same cruising range as the 5,000,000 cubic feet ships being built by Great Britain since hydrogen, while less safe, has somewhat better lifting properties.

There will be, of course, differences in engineering detail between a 6,500,000 cubic passenger ship and a military ship of the same size.

Staterooms for 100 passengers, dining rooms, promenade decks, smoking rooms and the like in passenger ships, will be replaced in the military ships by machine guns, bomb racks, and the airplanes carried with the ship. But in a general sense the two ships have many similar points.

This fact has added significance in that a passenger-carrying ship is easily convertible into a military ship in case of emergency.

In planning the passenger ships the cabins and promenade decks were laid out along the twin keels of the ship. The windows tilt outward so that the passengers can enjoy the changing panorama spread out beneath them.

Such a ship it is estimated can fly at 90 miles an hour and have a cruising radius of 6,000 miles at full speed and 8,000 miles at cruising speed.

It is estimated that with such a ship a business man could leave New York on a Saturday morning, arrive two days later on Monday morning at London or Paris, spend four days on his business affairs, leaving there Friday morning, taking three days on the return trip against the prevailing westerly winds, arriving in New York again Monday morning.

Complete designs of this sort of ship have been developed by the Goodyear-Zeppelin Corporation, and many of the passenger ship features have been embodied in the two U. S. Navy ships that are now being built, although, of course, the passenger accommodations are not included in the military ships.

## WATCH FOR NAILS.

## Examine Treads of Tyres.

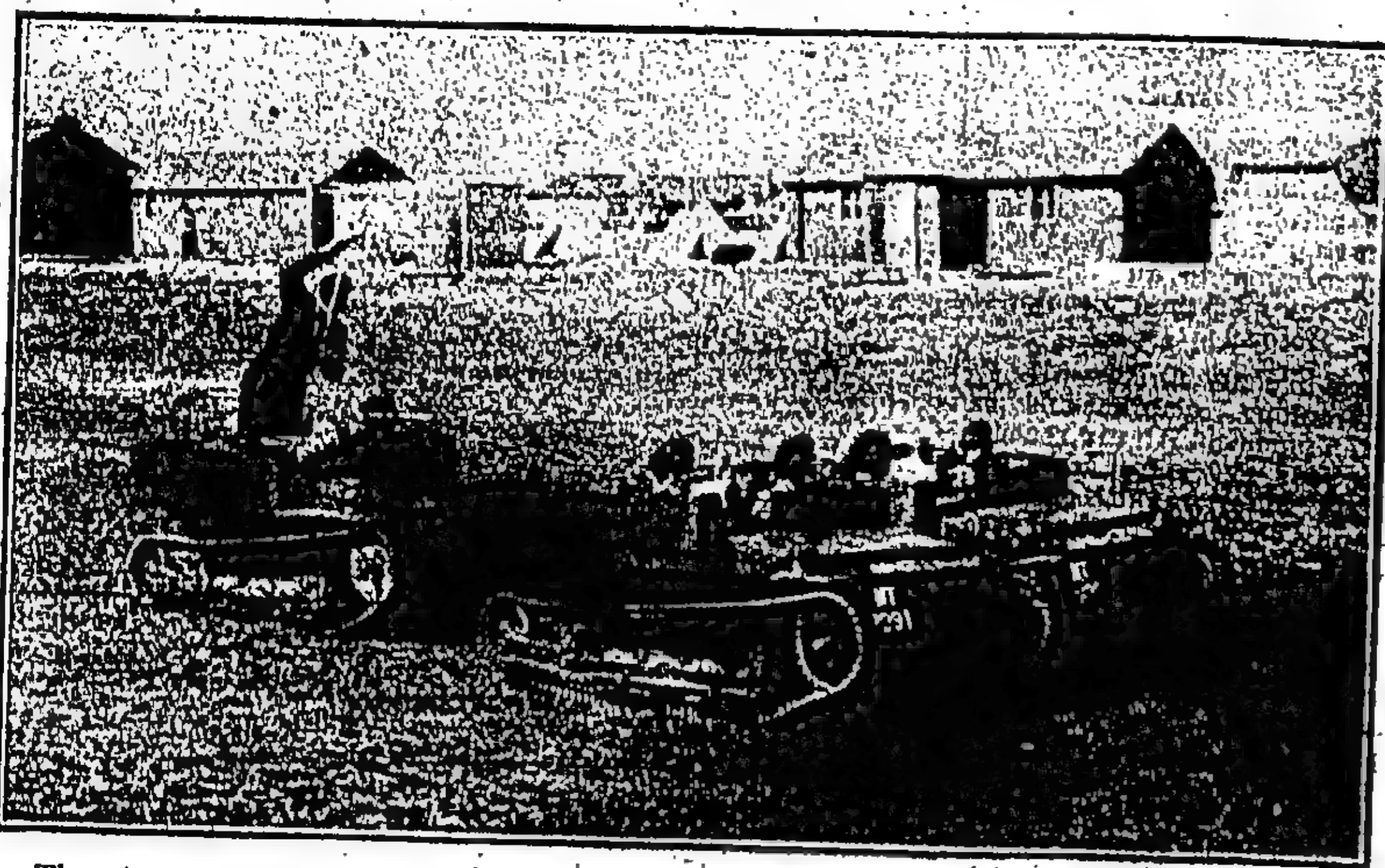
## MISPLACED HARDWARE.

If a motorist makes a practice of examining his tyre treads frequently when on the roads by the eye or by running the hands over them, the presence of nails and other puncture-producing objects can sometimes be detected before they have pierced the inner tube or at least before deflation has been caused.

A tack or a very short nail lodged in the tread may not pass entirely through the tube at once, but if allowed to remain will finally prick through it, and nails that enter the casing obliquely can sometimes be removed before they have caused punctures.

It is at least of advantage to discover the presence of puncturing objects as early as possible in order to avoid the possibility of inadvertently running on a deflated tyre. Inspecting the treads when a car is garaged at night is a particularly good custom, as it tends to forestall disappointments arising from unexpected flat tyres in the morning. If a nail or other sharp object is found in a tread, it should be pulled out at once, and it is well to fix the spot by pencil marks made on the side wall of the tyre as a guide in plugging the hole in the casing. Whether or not the sharp object has pierced the tube can be told by applying water or saliva over the hole. If bubbles escape through it there is an actual puncture and the tube will have to be changed.

## CHARIOT RACING UP-TO-DATE.



The above picture shows light tanks rehearsing the chariot race which is to be given at this year's Royal Tournament, by the 3rd Battalion of the Royal Tank Corps from Lydd.

## FRONT-DRIVE CARS.

## Better for Body Designers.

## RESULTS OF TESTS.

While engineers in Europe and America have been building racing automobiles with the front-wheel drive, to test this new kind of transmission, manufacturers have been contemplating its adoption for quite a different reason.

The practical reason is the use of a much lower body than is planted on our chassis to-day.

The first manufacturer to try this stunt is the Alvis Company of England. Yet it has been suggested quite often by body designers in this country.

The new front-wheel drive Alvis is almost a foot lower than the former car, although the height of the body compartment itself is the same. Besides, the body can be made integral with the chassis, while a simpler springing problem for the rear promises more comfortable riding.

Tests have revealed the front-wheel drive quite practicable, if not advantageous. The differential is set over the front axle, which is operated like the present rear axle in driving the front wheels. This, it is contended, not only does away with a long, whipping propeller shaft, but eliminates wobbling of the front wheels, even with the tyres deliberately under-inflated.

The differential, clutch, gear case and engine are practically one unit, the clutch and gear transmission set between the engine and differential in front. Another mechanical advantage of this type of drive is the gain of power by the elimination of the long propeller shaft.

But it is the body of the car itself that offers the greatest practical advantage. With the elimination of the propeller shaft and the rear housing, the body can be dropped almost a foot, so that it can be entered on a level from the sidewalk without the use of a running board. The rear wheels are suspended separately, without using a rear axle, or that axle could be bent channel-shaped under the rear of the body.

The only limiting factor in the overall height of the car, using this type of drive, would be that of road clearance. But with the improvement of our roads, this could be lowered to less than a foot.

The car would ride much more easily, because of its lower centre of gravity, and its stability at high speeds would not be enhanced.

What makes body designers feel so elated over the front-wheel drive, especially, is the fact that at last the body can be designed first and the chassis made to suit it. Thus the ultimate in beauty, comfort and convenience can be attained without the handicap of designing these to fit the demands of the existing type of chassis.

## ACCESSORIES

A Big display of "Oxidite" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcycles and cycles such as—

Electric horns. Hand jacks  
Bumpers. Foot pumps  
Spark plugs. Wrenches  
Tyre patches. Lamp bulbs  
Brakelining. Body polish

And, etc., etc., etc.  
All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building, Tel. C. 577.

## AMERICAN SPEEDWAY.

## Elevated Run for New York.

## \$10,000,000 PLAN.

A \$10,000,000 speedway encircling the entire island of Manhattan, which would give motorists an unbroken run of more than 30 miles, is envisaged in the ambitious traffic plans of the borough president, Mr. Julius Miller, just made public. This roadway would be elevated along the West Side and at points along the East River. A 23,000,000 elevated drive to straddle "Death Avenue" and the New York Central tracks along the Hudson River would be one link of the big circle. The proposed East River drive would be the other longest stretch. The West Side elevated highway has already reached the point at which bids will soon be asked for. The East Side drive, under the new scheme, would extend to a point opposite the Canal street terminal of the West Side drive.

## Support for Project.

Mr. Miller proposes to recommend a connection between the East and West Side highways at their Southern terminals. With these suits completed he will then press both highways northward until they meet somewhere along the Canal between the Hudson and East Rivers.

In preparation for that period Mr. Miller has set the City Engineers to work on estimates and details of the projects, either voted on or ready to be voted on, but not to be concluded until the island is ringed with an unbroken highway.

It is known that city agents are studying the old water grants made in deeds relating to waterfront property along the East River, to discover whether it would be possible to assess the property owners there for a large share of the cost of the East Side speedway.

The East River water front is dotted with millionaire property owners. Many of them have already written to Mr. Miller expressing their support of his project and urging immediate action.

## NEW DEVICE.

## Shifts Gears for Driver.

## EASILY OPERATED.

The newest thing in the way of making driving easier for the motorist is an automatic gear shift, perfected by Oscar H. Banker, and being placed on the market by the Claybourn Process Corporation.

The device is easily manipulated and requires only one operation by the driver, that of disengaging the clutch and shifting a small lever under the steering wheel.

When the car has gained a speed of eight miles an hour the car is automatically shifted into second. At 15 miles an hour it goes into high.

Several experiments conducted with the invention have proven satisfactory. In addition to the elimination of jerking caused by shifting and making more room in the front seat, it is claimed that a saving of from 10 to 15 per cent. in gas consumption is gained through the elimination of the present standard gear.

It offers no problem for the automatic shifter. Just as the machine works on a level stretch, it automatically changes gears as the speed diminishes up grade. The device is entirely mechanical and is controlled by the speed of the driver plus the power load through adjustments in the transmission.

## GENERAL MOTORS.

## Invests Big Sum in Germany.

## MERGER WITH OPEL.

General Motors has formed an association with the Adam Opel Company in Russelsheim, Germany, a substantial interest in that company being taken at a cost of about \$30,000,000.

The Opel Company manufactures the Opel automobile, as well as other Opel products. It ranks among the first ten German industrial organizations and makes about 64% of the German cars. The present management which has already made it such an outstanding success will continue to operate the company.

The General Motors analysis of the European economic situation justifies the conclusion that Germany has effected during the past few years great industrial progress. It is believed in so far as the automotive industry is concerned, Germany's present position is somewhat like that of the United States at the beginning of the development of the industry. A great expansion appears to be certain. The association with Opel will enable General Motors to participate in that development to an important degree.

The event marks the transition of General Motors into an international manufacturing, as well as distributing, organization.

Already the Export Company had an investment of more than \$65,000,000 in its 24 operations overseas. The cars and trucks assembled there are sold by 6,000 distributors and dealers in 100 and more countries.

## OIL INDUSTRY.

## Wonderful Growth.

## DUE TO MOTORING.

For an industry that has grown from almost nothing in 30 years to a business of providing fuel for 23,000,000 motor cars, the American petroleum industry has become one of the wonders of the world.

"A gasoline filling station in the United States is as common as a grocery store," says a bulletin issued by the American Research Foundation. "The motorist drives up and orders his gasoline as he would a pack of cigarettes. But back of this apparently simple service performed by the petroleum companies is the most highly systematized business on earth. The notable thing is that gasoline is always available to the motorist whether he is on a remote highway in the Rocky Mountains or travelling some swamp trail in Florida."

"Gathering and distribution of petroleum is a staggering problem, but it is solved by methods as smooth as the oil itself. From the subterranean sands of oil fields to the gasoline tanks of the nation's automobiles, the journey of petroleum is a romance. Crude oil from United States wells finds its way in large part to refineries through underground pipe-lines, through which it flows in a never-ending river. Oil pipe lines of the United States total 97,000 miles. Merely to fill them requires 17,000,000 barrels of oil. They transport more than 1,000,000,000 barrels of oil each year. At the refineries the oil transformed into gasoline, consumption of which in 1928 is estimated at 12,000,000,000 gallons.

"Trains of tank cars loaded with gasoline are forever rolling to the four corners of the nation to replenish the storage reservoirs. Where the railroad tank cars drop the job, the motor-driven tank trucks take it up and keep the gasoline filling stations, stocked up. Last stage of all is the motor car playing its part in industry and human happiness."

Get behind the wheel and Get the facts!

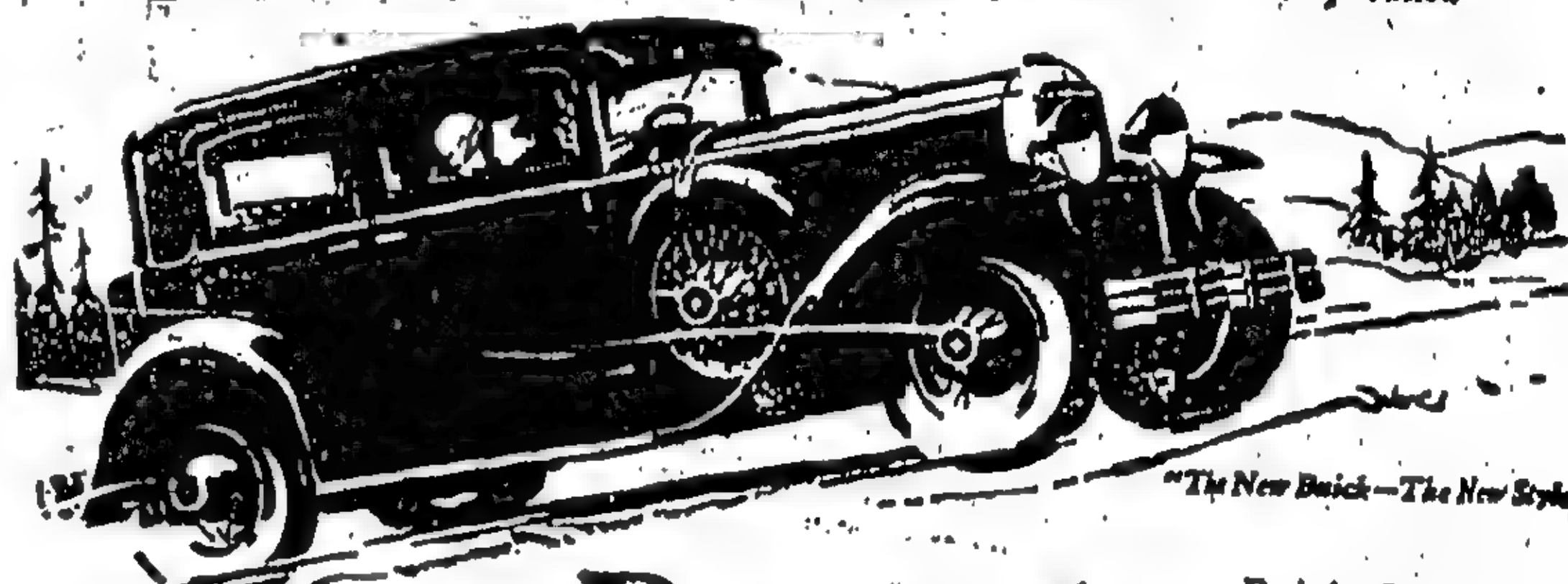
Buy your car on a business basis---  
check power, getaway, swift-  
ness, hill-climbing--in actual  
tests---that's all that's needed  
to prove Buick  
Superiority!

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



Buick  
WITH MASTERPIECE BODIES BY FISHER

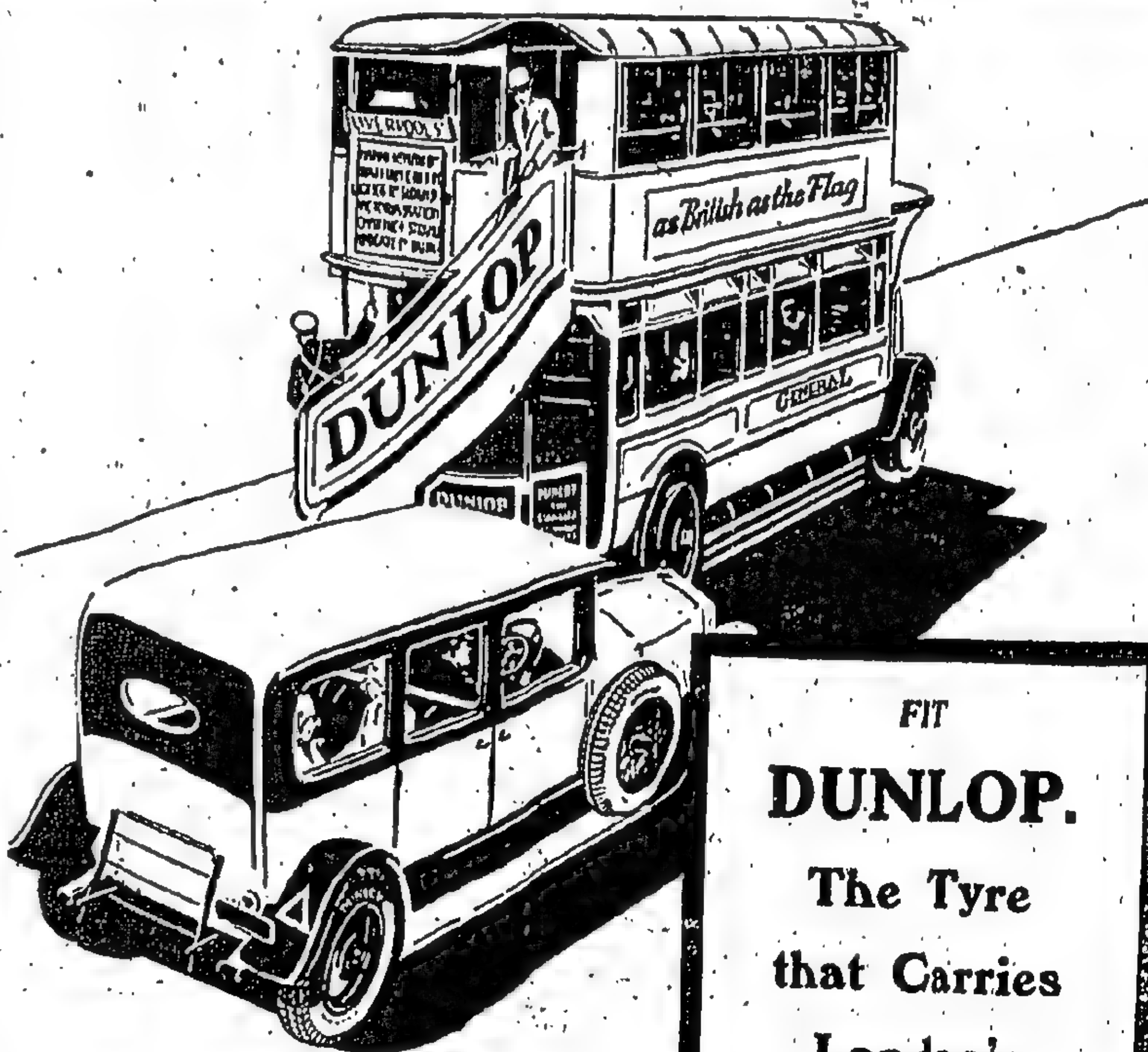
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are available on  
very attractive Hire  
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Telephone Central 1246 or 1247.

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BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.



FIT  
DUNLOP.  
The Tyre  
that Carries  
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Fit  
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WITH THE BUTTRESSED TREAD.

There's a Dunlop Tyre for  
every make of car or bus  
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EFFECTO AUTO FINISHES**



ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW  
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,  
Sole Agents.

**DOUBLE-DECK  
PATHS.**

Plan for Greater Street  
Space.

**WALKS WITHIN  
BUILDINGS.**

A return to the architectural  
style of the Italian Renaissance  
with "double-decked" footpaths,  
recessed within buildings, is  
suggested by European architects  
as a means of providing more  
space on streets for pedestrians  
and vehicles.

The extension of road space to  
the building line on each side of  
the street and the provision of  
footpaths by property owners  
within their building line would

give from 20 to 30 feet of extra  
road space for vehicles. Double-  
decked footpaths, in the Renais-  
sance style, would not only double  
pedestrian traffic space, but would  
allow shops to use two floors for  
display windows. The passages,  
or galleries, would be sheltered,  
and decorative pillars would sup-  
port higher floors.

As a safety factor, the sugges-  
tion has some value, as overhead  
bridges could be used at street  
intersections where pedestrians  
could cross without danger, and  
vehicular traffic could proceed  
with greater speed.

The mingled jam of pedestrians  
and vehicles at all central street  
intersections at peak hours in-  
dicates that Sydney ultimately  
will have to use either overhead  
or subway crossing paths for  
pedestrians.

**BODY DESIGNS.**

This Year's Chevrolet.

**SEVEN DIFFERENT  
MODELS.**

The new Chevrolet is being  
manufactured in seven body types,  
five closed and two open models,  
constituting the entire passenger  
line, according to an announce-  
ment by the managing director of  
General Motors.

All are in a new finish—with at-  
tractive colour combinations on  
the seven models. All are roomier  
than a year ago, have added re-  
finements interior and exterior,  
and swing on 107 inch wheel base  
chassis.

This year the Chevrolet line in-  
troduces for the first time in the  
low priced field a convertible  
landau. Otherwise the line re-  
mains the same.

All the closed bodies are built  
by Fisher. The convenience of  
the adjustable driver's seat in all  
closed models is found for the  
first time in the low price range.

All bodies are rigidly braced,  
according to new engineering dis-  
coveries, to take care of road  
shocks, strains and stresses.

In appearance the new Chevrol-  
et bodies offer the latest and best  
in motor car design. The new  
radiator shell is manufactured  
of brass, plated with chromium.  
The head lamps are fitted with  
chromium plated rims and are  
mounted on chromium plated  
standards.

Other features that add to the  
beauty of the new bodies are the  
running boards and the hood de-  
sign, enhanced by the 16 narrow  
louvres at the rear of the hood.

The enclosed models are up-  
holstered in long wearing material  
and in colours that blend with the  
exterior finish. Deep comfortable  
springs in the cushions and seat  
backs combine with roomier bodies  
to add to the pleasure of riding.

Excellent vision and ventilation  
are afforded by the Fisher VV  
windshield, which can be opened  
and closed by the turning of a con-  
veniently located Tarnstedt regula-  
tor.

The sedan and the convertible  
landau have a robe rail, foot rest  
and ash tray. A dome light is  
also furnished on these models  
and on the coach.

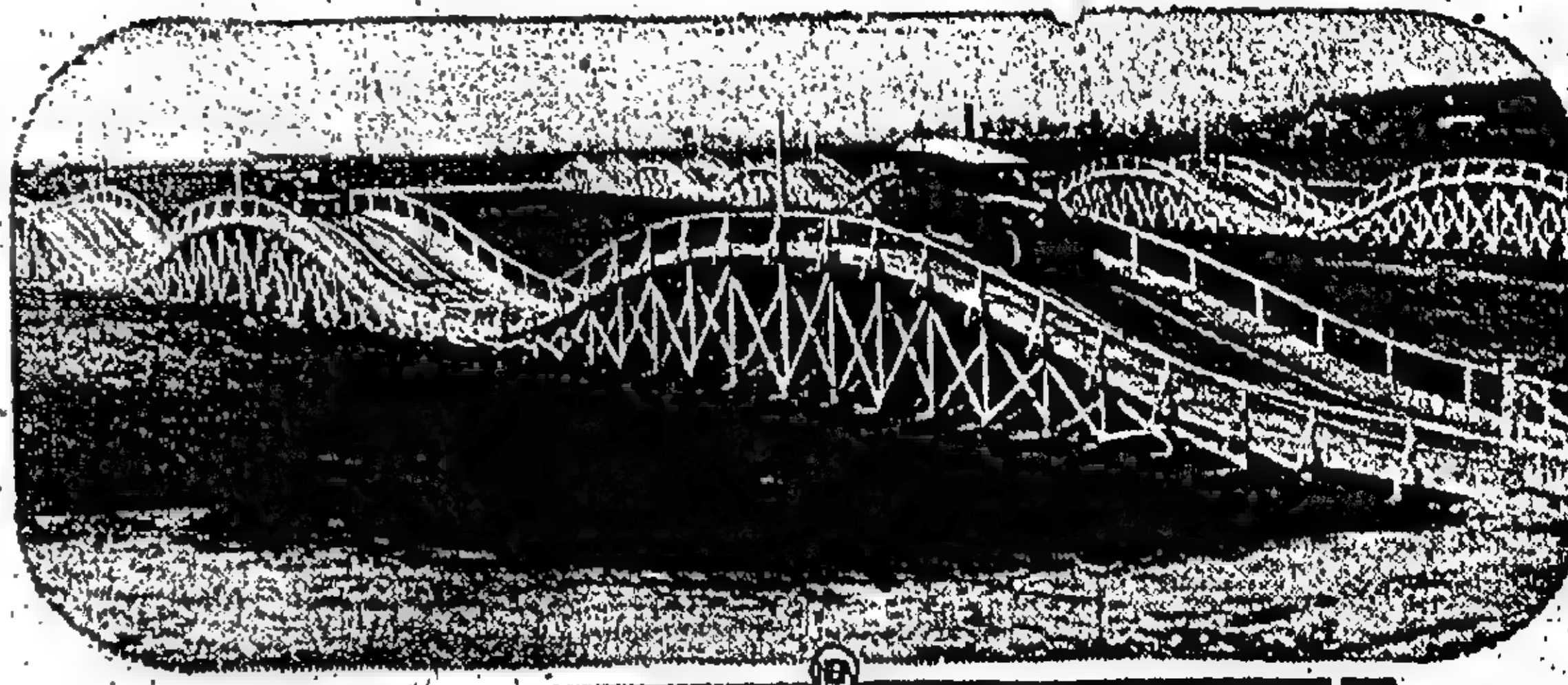
**"CRACKING" INCREASES.**

Five billion gallons of gasoline,  
or one-third the total consumed  
in the United States during 1928,  
were produced by the "cracking"  
process. This method utilizes  
high temperature and pressure to  
produce gasoline from fuel oils  
which at normal temperature and  
pressure would give none.

**COSTLY APPOINTMENTS.**

Ornaments and other automobile  
hardware manufactured in the  
U. S. A. during 1927 was valued at  
nearly \$50,000,000, according to the  
Department of Commerce.

**LATEST THRILL FOR OWNER-DRIVERS.**



The above picture shows the latest sport for motorists at Los Angeles. It is known as the "auto-thriller," the humps being about ten feet high, and the total distance of the track 2,400 feet. It is claimed that the sensation of driving a car at 40 m.p.h. gives a greater thrill than riding on a scenic railway.

**GREAT PROGRESS.**

To-day's Car Engines.

**ENGINEERING GENIUS.**

"Because the conquest of the air  
assumes a more spectacular  
feature we are apt to overlook the  
marvellous advance which has  
been made in the automobile,"  
says a recent editorial in the  
Lincoln Star, commenting on the  
record breaking performance of  
the U. S. Army aeroplane "Ques-  
tion Mark."

"Some of the greatest engineer-  
ing triumphs have been recorded  
in this industry. In endurance the  
automobile engine has demon-  
strated its superiority over the  
aeroplane. Under the auspices of  
the American Automobile Associa-  
tion at the Atlantic City Speedway  
last July 21, four stock cars from  
the Studebaker factory started on  
an endurance test and continued  
running until August 9, covering  
a distance of 30,000 miles in 26-  
326 minutes. The last 1,000 miles  
was covered at a speed of 71 miles  
an hour, and the average for the  
30,000 miles was 68.37 miles an  
hour.

"In speed the aeroplane holds  
the record. For sustained per-  
formance or endurance the honours  
are all with the automobile. As  
against the 1,000 miles covered by  
the Question Mark in its record  
smashing performance of con-  
tinuous flight, the automobile has  
30,000 miles chalked to its credit.  
"In both fields engineering  
genius has scored notable triumphs  
which are worthy of enduring  
recognition in the annals of  
civilization. Certainly we have  
reached the point where every  
demand of this age, when seconds  
become precious and the urge is to  
save time, has been answered."

**AUSTRIA LIKES AUTOS.**

Auto registration increased 80  
per cent. in 1928 in Austria and  
motoring is becoming so popular  
that the new figure is expected to  
be doubled in 1929.

**NOISY MOTOR  
CYCLES.**

How to Reduce Noise  
in Town.

**A NOVEL SUGGESTION.**

So many attempts have been  
made to reduce the noise of motor  
cycles that it might well be imagin-  
ed that the problem had been at-  
tacked from every angle. But there  
is yet another way in which a  
solution may be sought. The sug-  
gestion is that all motor cycles  
should be fitted with a device that  
provides a means of reducing the  
exhaust noise for town riding. In  
other words, a "cut-out" restricting  
the exhaust outlet.

When a motor cycle is being  
driven on a small throttle opening,  
as is the case in towns there is not  
the slightest objection to the back  
pressure of the silencer being high.  
Therefore, an extremely efficient  
device can be employed without fear  
of the engine being affected. It is  
only when large throttle openings  
are being used that small back  
pressure is essential, so the sug-  
gestion is quite practicable.

**Silence Easy to Get.**

As the British law stands, the  
use of silencer cut-outs of any type  
is illegal. Although the  
suggestion is that "cut-ins"  
—reversing the usual order—  
should be permitted on our  
present-day motor cycles to  
render them more silent in towns  
and villages, fresh legislation would  
be necessary to achieve this object.

The contention, it should be em-  
phasized, is that motor cycles, even  
with the cut-in out of operation,  
should be as silent as they are  
to-day. The suggested fitting  
would be an addition, easy to apply  
to existing silencers.

Unless some scheme is adopted  
there appears little hope of the  
problem being solved, at all events  
until multi-cylinder engines re-  
place the type at present in use.

The suggested arrangement is  
not, however, without its objections.  
In the first place, opinions would  
differ as to when and where the  
cut-out should be used.

Secondly, it would be difficult for  
the police to prove whether or no  
the cut-out was in operation.  
Nevertheless, the suggestion is in-  
genious and worthy of careful con-  
sideration by the authorities as a  
means of silencing motor cycles in a  
practical manner.—"Motor  
Cycle."

**MOTORING IN SPAIN.**

Premier and British  
Tourists.  
**SPECIAL WELCOME.**

The Spanish Dictator, General  
Primo de Rivera, is determined to  
awaken interest in Spain as a  
touring ground for British  
motorists. This fact emerges  
from the report of the Audience  
granted to Mr. Stenson Cooke, the  
Secretary of The Automobile Asso-  
ciation, whose membership of  
nearly 400,000 motorists is regard-  
ed as a potential source of  
tourists to the great Exhibitions  
at Barcelona and Seville this year.  
General Primo de Rivera received  
Mr. Stenson Cooke in company  
with M. Paul Duchaine, the  
Secretary-General of the Inter-  
national Touring Alliance, on  
which the A.A. is Britain's repre-  
sentative, and declared that a  
special welcome awaited foreign  
visitors.

These would find that hotel  
prices had been strictly regulated,  
and that immense sums had been  
expended on the highways. From  
the motorists point of view Spain's  
position was isolated, but thanks  
to the improvement of communica-  
tion, by land and sea, and the  
special facilities granted to  
motorists at the frontier, access  
now-a-days is comparatively  
simple.

The interchange of motor tourist  
traffic between Spain and Great  
Britain will go a long way towards  
cementing the bonds of friendship,  
and developing trade relationship.

**TAKE NO CHANCES.**

**Deaf-Mute Drivers.**

**INFIRM ARE SAFEST.**

Instead of being a menace on  
the roads, persons suffering from  
physical infirmities are the safest  
drivers, statistics show.

In the State of Pennsylvania  
(U.S.A.) there are 177 deaf mutes  
holding drivers' licences, and not  
one of them has even been involv-  
ed in an accident.

There are also 908 drivers  
classified as "deaf" and 7656  
classified as "incapacitated," but  
accident reports from any of them  
are rare.

The explanation is that,  
knowing their disabilities, they do  
not take chances.

**Luxurious Motoring—  
Without Extravagance**

THE new "400" by Nash is convin-  
cing everyone that luxury in motoring  
is not necessarily expensive.

The new Nash "400" is a finer car  
mechanically than its illustrious prede-  
cessors—more staunch, more durable.  
Its brilliant new Twin Ignition motor  
is the year's finest contribution to auto-  
mobile progress. It brings to the motor

car, for the first time, features of engine  
design already found indispensable in  
the field of aeronautics.

And among the many new luxuries of  
motoring now offered in the moderately  
priced new "400" are hydraulic shock  
absorbers, centralized chassis lubri-  
cation, bumpers front and rear, a new  
ease of steering and driving control, and  
a new smartness in coachcraft and  
interior decoration.

**THE NEW**

**NASH "400"**

WONG SIU WOON,

Telephone C.1474.

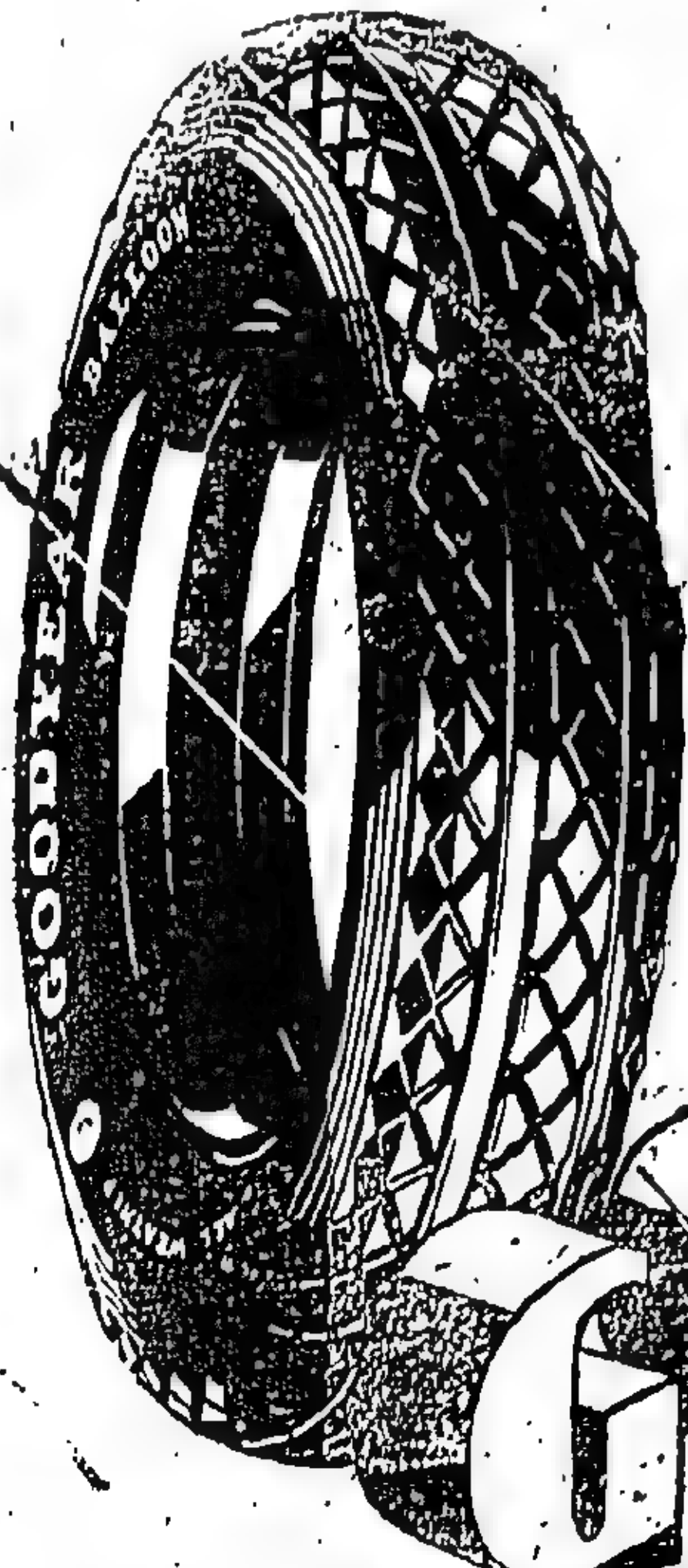
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You need not fear wet and  
treacherous roads if you are  
riding on Goodyear Tyres.



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PRINCE'S BUILDING, HONGKONG.

**MR. WILKINS MICAWBER.**





CARS which assure  
ENJOYMENT  
AND—  
SATISFACTION.



Trial runs gladly arranged

THE HONGKONG HOTEL  
GARAGE.

# Hongkong Telegraph.

Pictorial Supplement

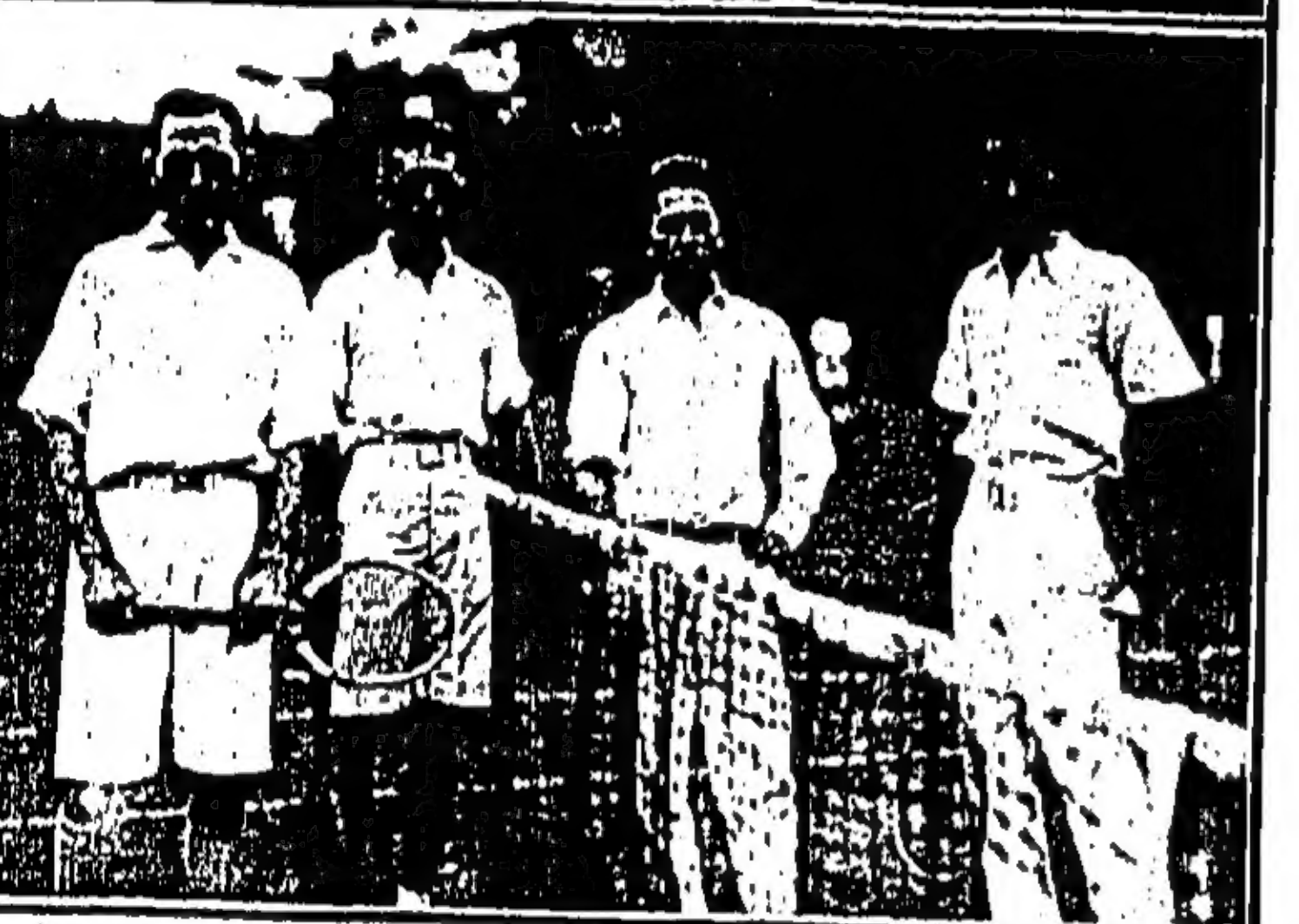
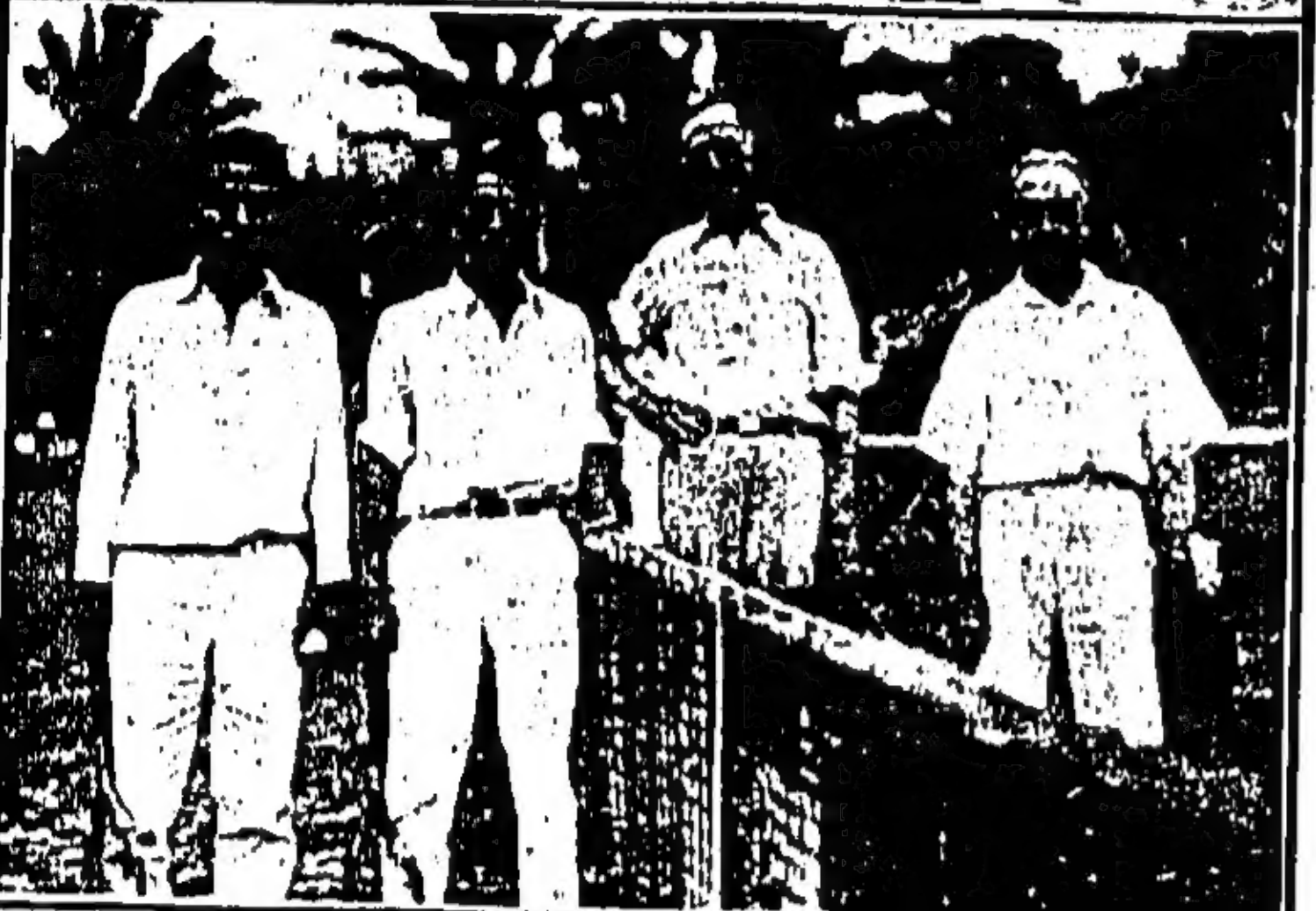
June 8th, 1929.

HONGKONG LACE COMPANY.

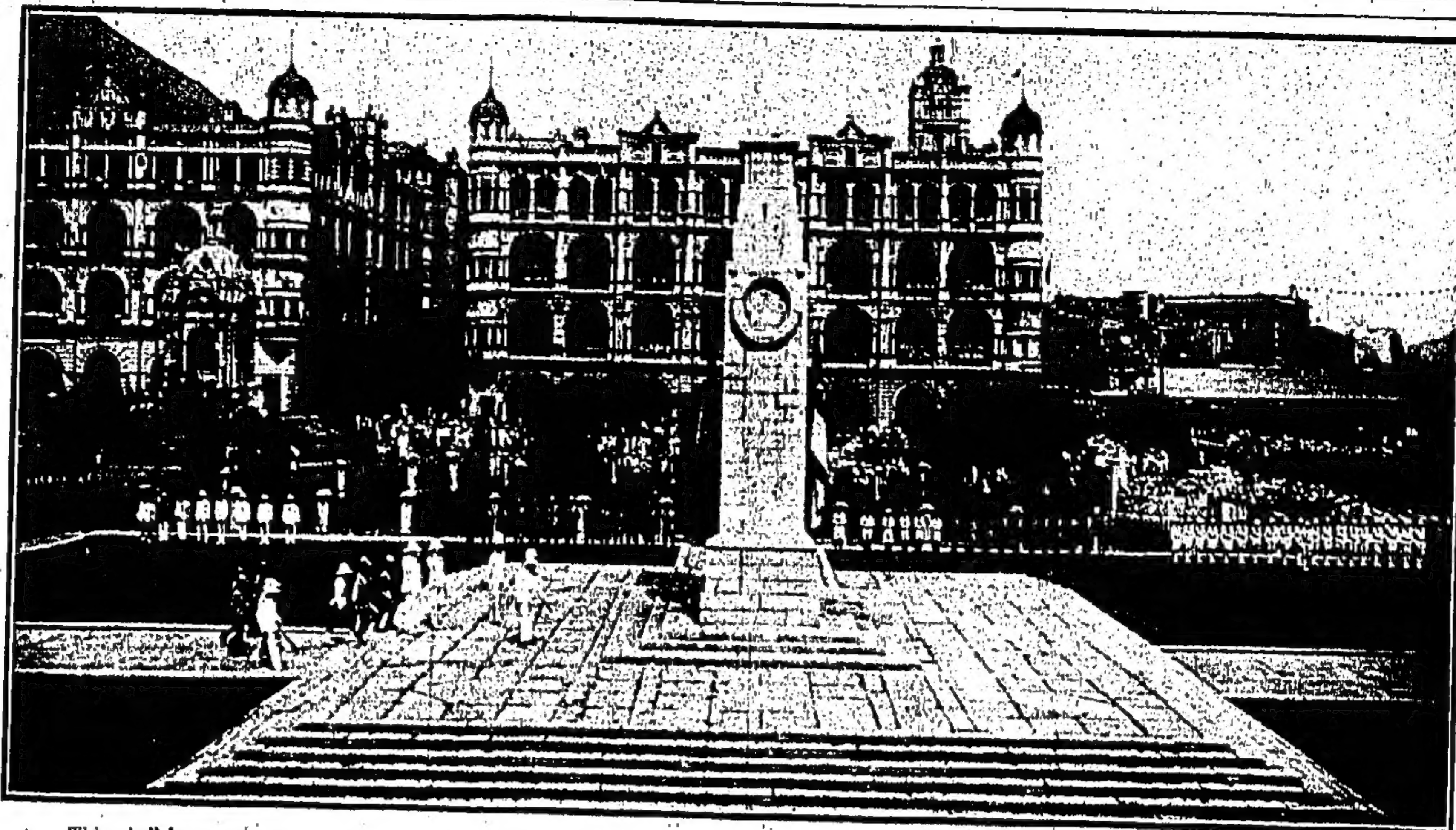
HAVE REMOVED FROM 1, D'ARIGULAR ST.  
To 2nd Floor, No. 50 Queen's Road.  
(Opposite Commercial Press.)

Manufacturers of Swallow Drawn Work,  
Embroideries, Laces and all kinds of  
Handkerchiefs.

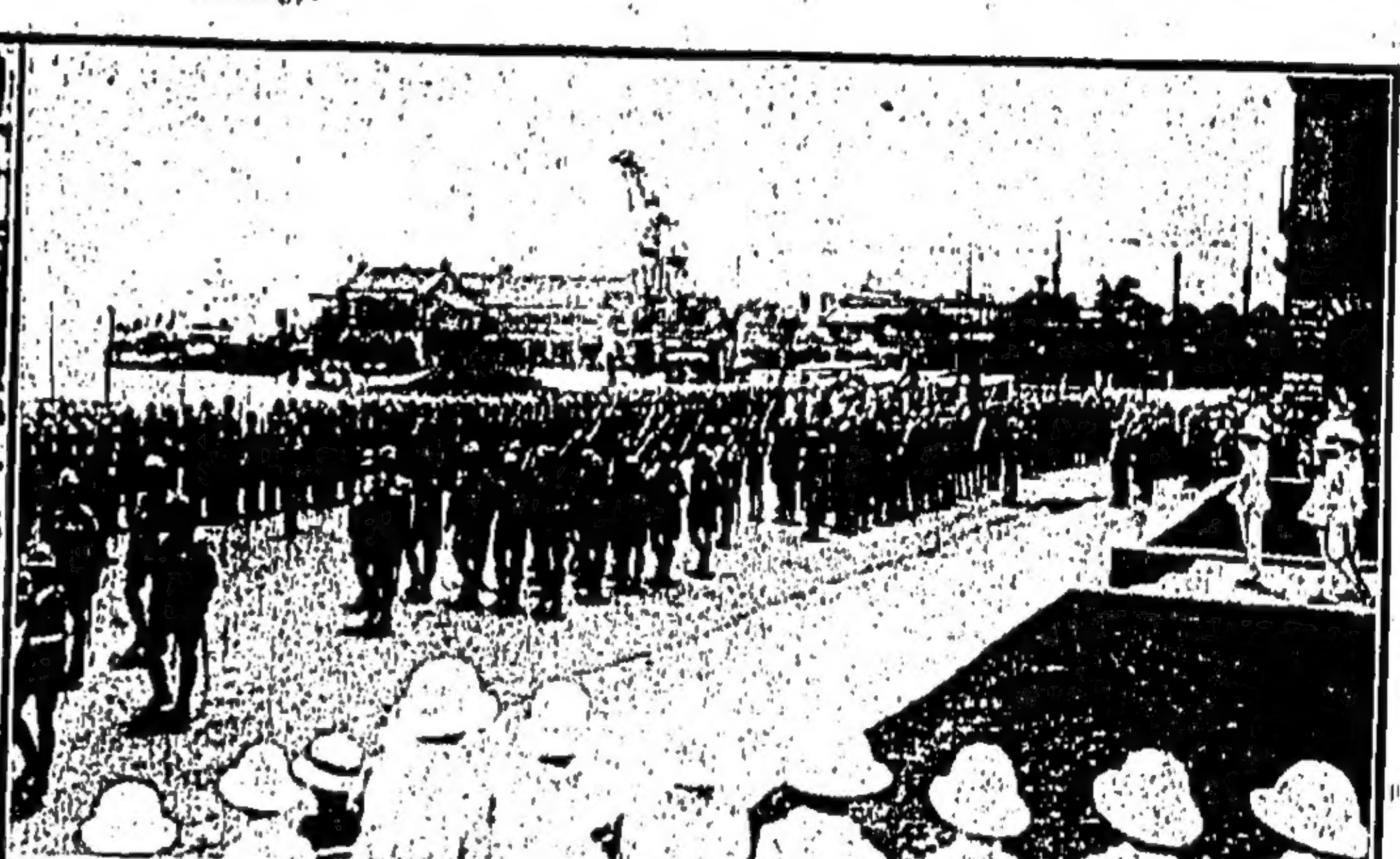
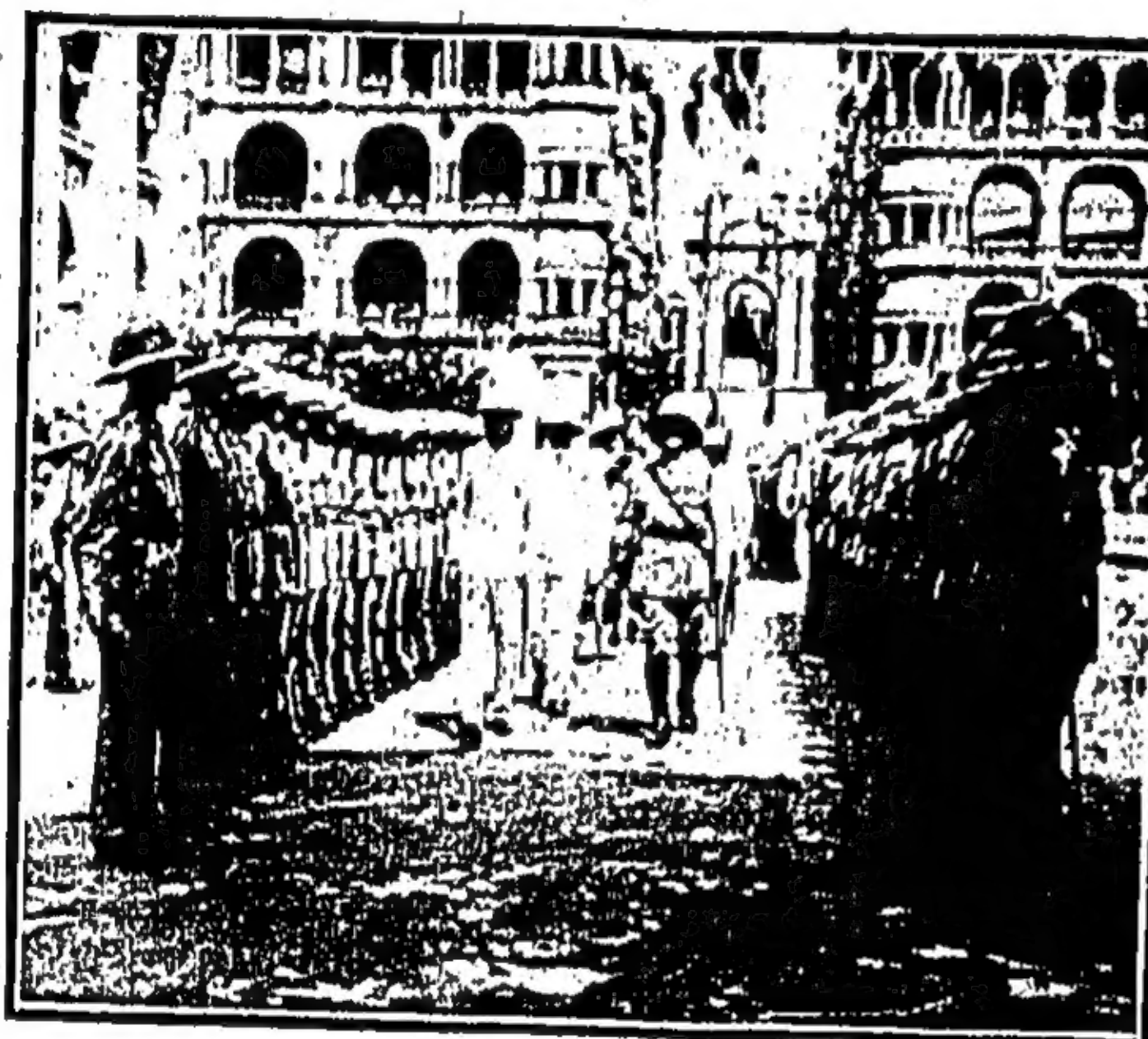
RETAIL SALES AT WHOLESALE PRICES.  
IT WILL PAY YOU TO SHOP HERE!



Players in the "B" Division Tennis League match between the K.C.C. and M.B.K. last Saturday. Top, L. Jack, W. M. Giffens, T. Ema and S. Fukushima; centre, G. Nakamura, N. Hayase, A. Hanson and W. Brown; bottom, R. H. Hambley, George Lee, M. Kitajima and T. Eto. The Japanese won. (Photos: Mee Cheung).



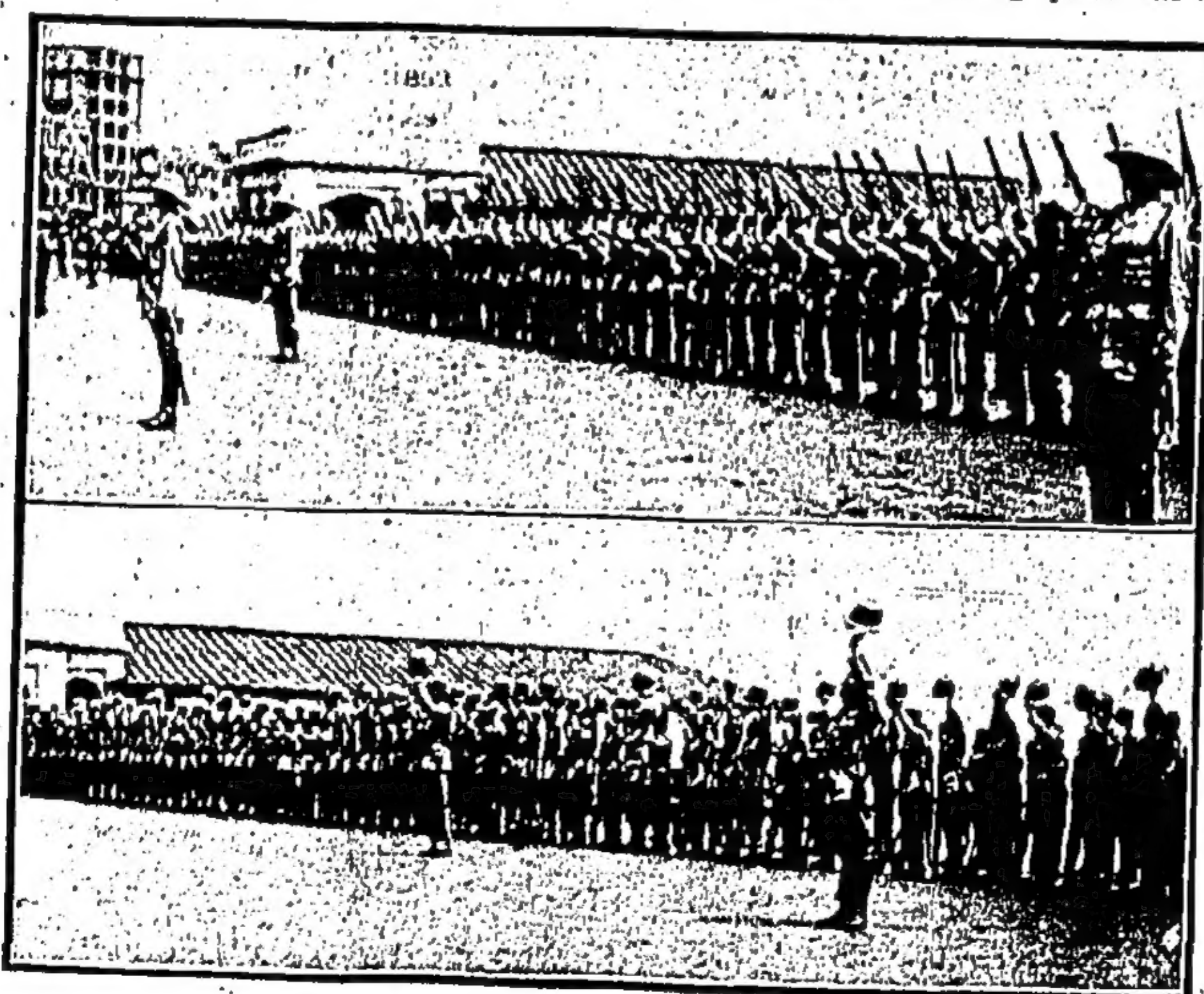
This striking picture was taken at the Cenotaph on the occasion of the military parade in honour of the King's Birthday. It shows H.E. the Governor arriving at the war memorial. Later, His Excellency took the salute as the troops marched past. (Photo: Mee Cheung).



Two further pictures of the King's Birthday Parade. Left, H.E. the Governor inspecting the Guard of Honour from the Somerset Regiment; right, the Hongkong Volunteer Defence Corps marching past the saluting base. (Photos: Mee Cheung).



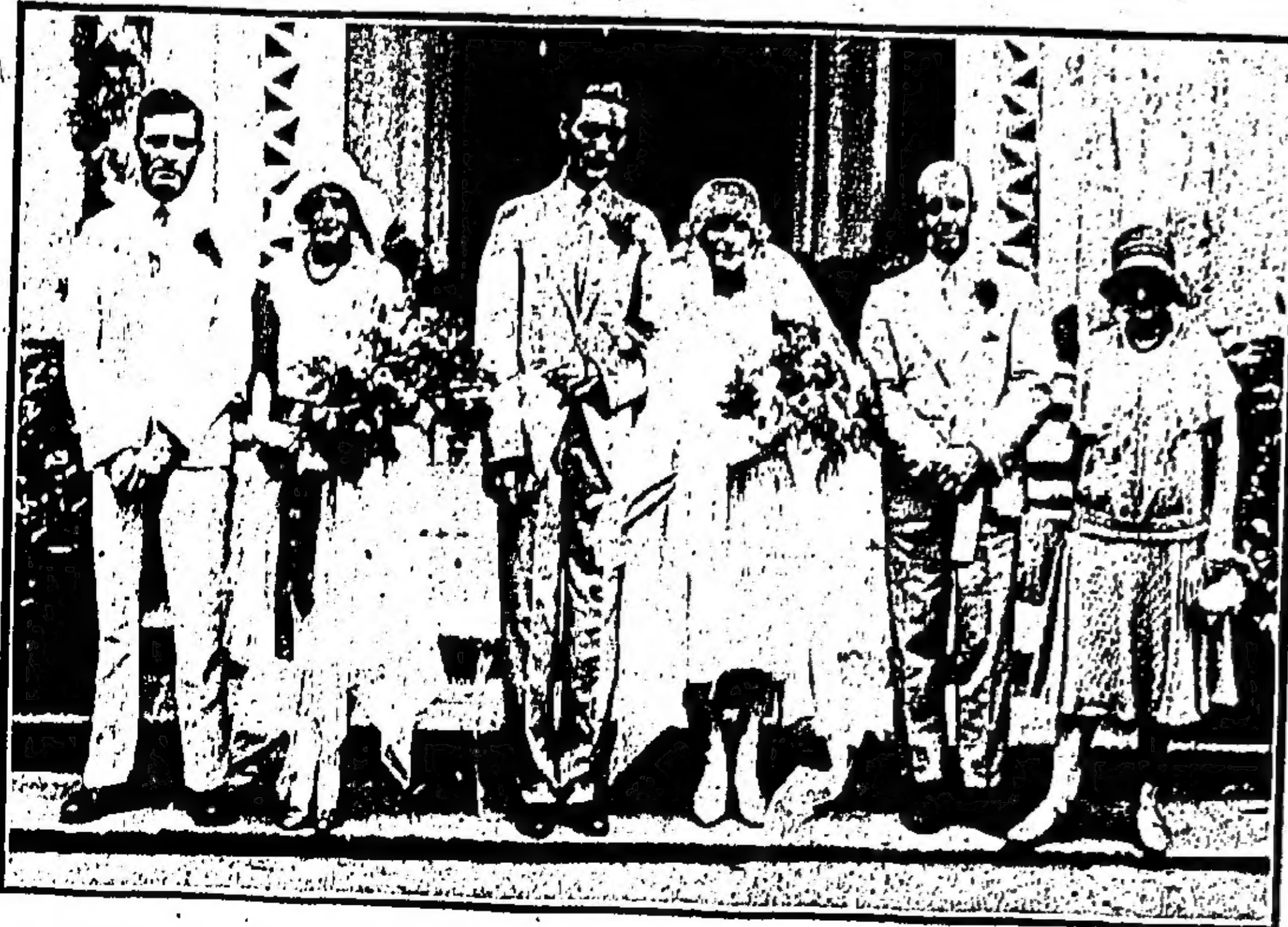
Play in progress in two Lawn Bowls League matches. Top, Police v. Civil Service, in the 1st Division; bottom, Craigengower v. Kowloon B.G.C., in the 2nd Division. (Photos: Mee Cheung).



Top, men of the Somerset Regiment firing a *feu-de-joie* at the King's Birthday Parade; below, troops cheering for His Majesty. (Photos: Mee Cheung).



Mr. Peter J. Julian, of the P.W.D. accounting staff, decorated with the I.S.O. in the King's Birthday Honours List.



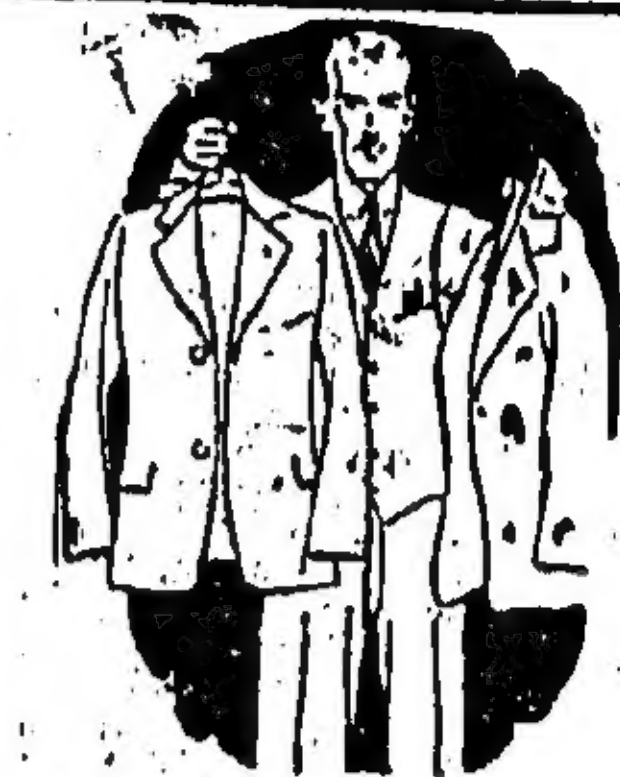
A pretty wedding was celebrated at St. John's Cathedral on Saturday, the contracting parties being Mr. W. Gordon Robertson and Miss Doris V. Mann. The above group was taken after the ceremony. (Photo: Mee Cheung).



Mr. Cheng Cheuk-hin, of the P.W.D. clerical staff, who received the I.S.O. decoration in the King Birthday Honours List.



The football team of the 1st Batta, Somerset Light Infantry, with medals secured as a result of being League runners-up. (Photo: Mee Cheung).



OLD  
Clothes Made  
NEW

Men's clothing cleaned  
to look just like NEW.  
Our process restores the  
freshness of any gar-  
ment. A trial will con-  
vince you we are experts.

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86, Nathan Road.



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FLOWER SHOP

ICE HOUSE ST. Tel. 638

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MOTOCAMERA

The little Cine-Camera that takes  
wonderful pictures.

Record in motion pictures your hikes,  
picnics and other outdoor activities  
with this marvellous little instrument.  
Its simple operation and low cost of  
upkeep make it ideal for outdoors.  
Call in for a demonstration.

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Beautiful Shoes."

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2nd Floor

KAYAMALLY BUILDING.



## WEIRD RITUAL IN PEKING TEMPLE. FOREIGNER GETS INTO GOOD GRACES OF HEAD LAMA.

(By ALEXANDER JULIUS, F.P.S.)



Lamas blowing copper trumpets to scare evil spirits.

About two years ago the fickle newsreel photographer who had followed the victorious Southern Chinese, commonly known as the Cantonese or Nationalists, and decided that I had had enough of time and diplomacy would win out, and I went to the Lama Temple to see some of the defenceless villages, and somehow I managed to make my way to that wonderful capital of all Cathay—Peking.

I had an assignment to cover for my papers in Europe, and after an interview with Marshal Chang Tso-lin (who was later bombed to death during his panicky flight to Mukden) I was able to turn to things of my fancy. These consist mostly of a beastly habit of poking my nose into places where the average tourist does not go and when and if he goes usually sees nothing.

At this particular time I received a cable from my paper requesting a write-up on the well-known Lama Temple of Peking, so I decided not only to give this mysterious place the once-over, but also to get my motion picture camera inside and, if possible, obtain one of the first authentic films of the Temple and its inhabitants, the Lamas.

I had been told that these Lamas were a vicious lot and that not so many years ago, visitors were not allowed—they had tortured and killed the few unfortunate daredevils who had risked their lives to get inside the mysterious rose coloured wall of the temple. Today visitors are allowed to certain parts of the temple and the admission fee is probably the only income the Lamas have. Large sums used to be paid to the Lamas by the Imperial Household, but the Chinese Emperor and their riches are gone, never to return. The assumption that the Lamas were not over-friendly toward inquisitive photographers was most emphatically endorsed by a local

The old gentleman was very pleased and the Staff lost its dignity, yelling and laughing over the pictures like noisy children. I had my interpreter now ask the Da-Lama if I could get His Eminence's permission to film the Temple, a few ceremonies or a service.

Impossible.  
I was willing to pay.  
No. Impossible.  
It seemed that I had struck a wall of obstinacy, which even money could not break. I opened my wallet and produced a ten dollar bill.

The Offer Rises.  
No, no, no.

I showed the Da-Lama another bill. There. He nodded and reached for the money.

The following morning at 9 saw an American camera man with his Chinese assistant and interpreter ready to attack the mysteries of the once so ill-famed Temple.

The Lamas were also ready. The old gentleman had ordered the monks to dress up and they were attired in what probably was their very best. They wore a helmet of red and yellow woolen material, its shape not unlike the martial headgear of the old Greeks, and their robes were of colourful yellow, brown or red cloth. But they were very camera-shy and covered their faces with their hands or togas. They believed that if the camera steals their features it also steals their souls.

Some of the lamas had dragged forth the long copper trumpets to blow away the evil spirits that perchance had assembled in the courtyard, and the service which was held inside the Temple was as beautiful as can be seen or heard even in Rome. The song was weird but melodious and the voices, metallic, deep and beautiful, made an unforgettable impression. If only I had been able to record this strange symphony.

The next day I had a dozen of each picture printed and mounted, and went all the way out to the Temple, where I had another interview with Da-Lama plus the staff and very much to his surprise presented him with the snapshots I had taken of him the day before.

The service ended. The monks filed out and the Da-Lama and his assistants passed through the courtyard. At once my Chinese assistant and I were surrounded by the Lamas. They numbered at least two or three hundred. Their outstretched palms told the tale. They wanted money.

"Commshaw, commshaw".... they yelled. "Commshaw, commshaw."  
I shook my head. No commshaw for them. I had already paid to the Da-Lama. It was enough.

They came nearer. No commshaw, I tried to make it clear to them. Then one of the infuriated Lama kicked at the tripod supporting the valuable motion picture camera and it crashed to the ground. My temper boiled over and I got hold of the offender and an unceremonious blow sent him spinning over the courtyard.

Then the free-for-all fight began. It was a glorious fight while it lasted; my khaki shirt was torn to shreds, but the kodak tripod used as a weapon, went every time it swung.

Head Lama Intervenes.

There was a shrill command. It was a very angry Da-Lama who told his disciples what he thought of them, and turning to my Chinese assistant, expressed his regrets over what had happened.



The Head Lama.

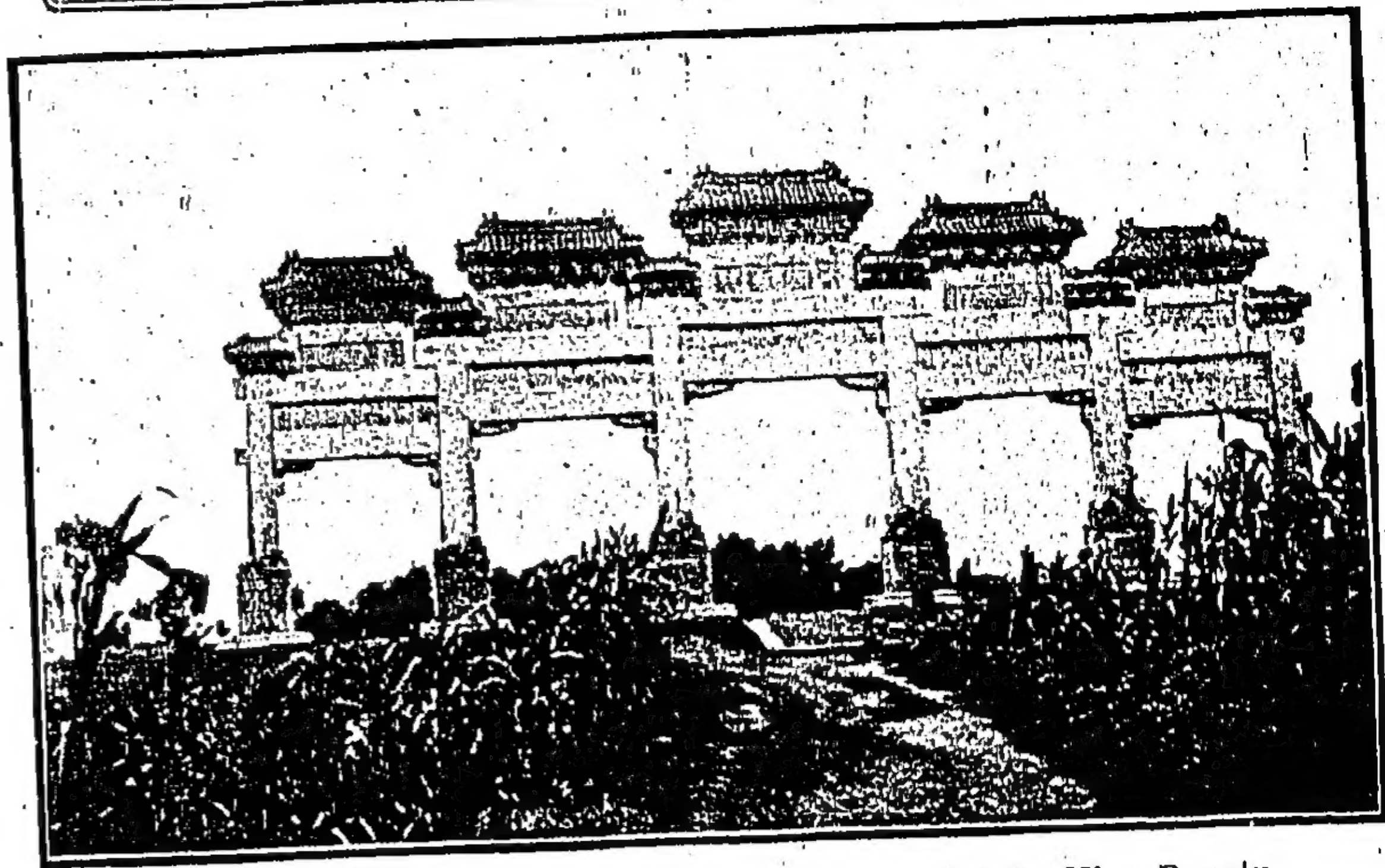
I was too mad and short of wind to pay any attention to the pidgin English of my assistant, but I must have said something about the police and what not.

"Da-Lama beg you not to tell anything to the authorities. If this will be known, the Temple and Lamastery would be closed to visitors and that means the end of the only income the Lamas have."

But I was stubborn. Here was my chance to have the Lamas make concessions, which were otherwise not obtainable.

Tell the Da-Lama, I instructed my interpreter, that if I can see the Living Dead, I won't say a word to anybody about the fight. (To be Continued.)

## HISTORIC PEKING: III.



Entrance pailou leading to the tombs of the Emperors of the Ming Dynasty.

## THE FUTURE OF THE "TALKIES." BIG TRAINING SCHOOL IN THE STATES.

(By Gene Cohn.)

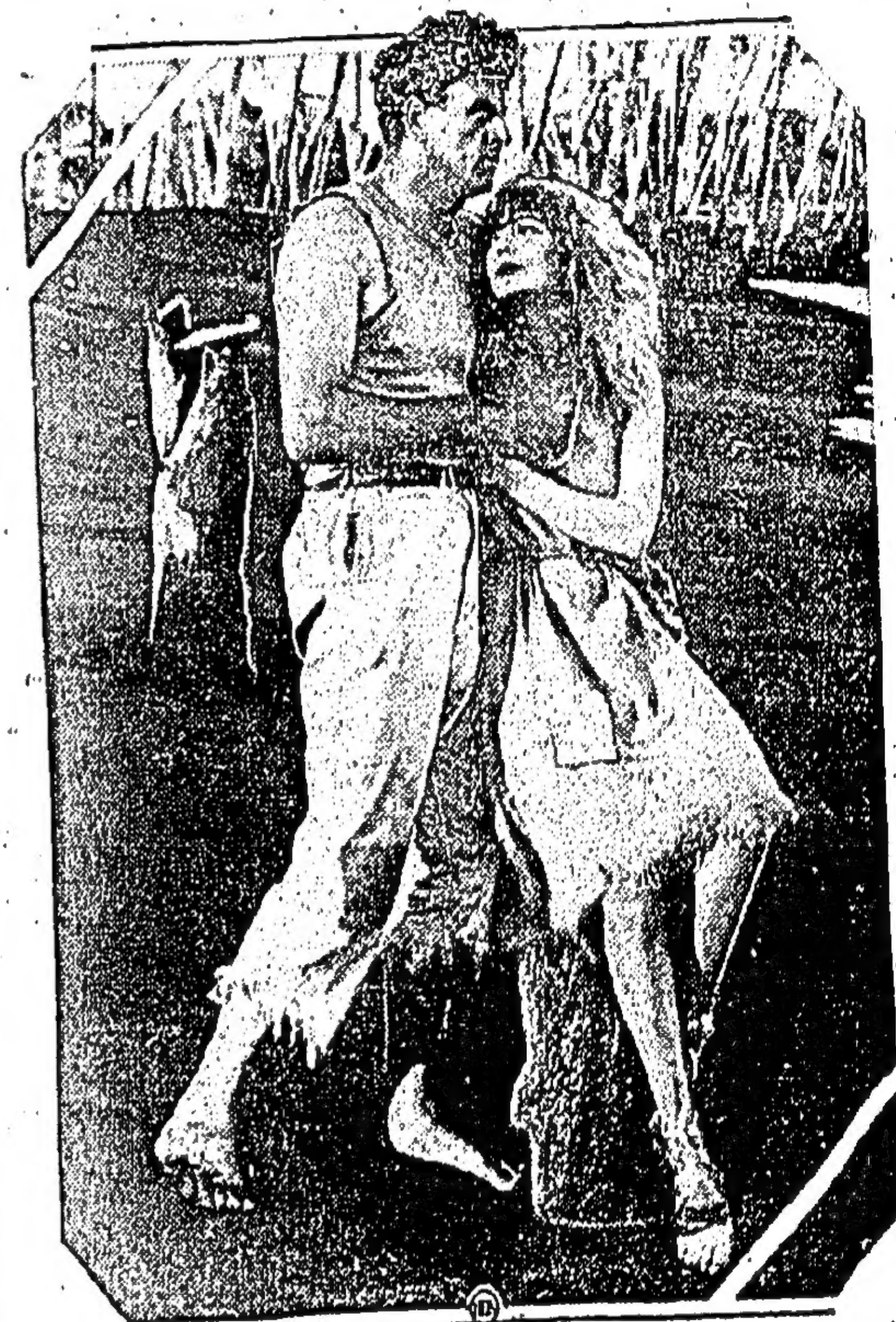
Hot on the heels of the Fox announcement that the last silent drama had been made by that concern, I have inside information that the astute William Fox has begun to build a nation-wide training school for talking picture prospects.

A string of dramatic stock companies will be developed in a dozen key cities from coast to coast. The actors will be, for the most part, youngsters who have been given screen tests and have shown that they would look well in pictures. The stage training will be for the purpose of developing them as speaking, rather than as silent actors. I am told that half a hundred tentative candidates have already been secured. All of them are unknown to the vast film-going public, but will be thrust into future prominence as soon as their stock education has proved them worthy.

The first of these theatres is already operating in Hartford, Conn. The location of the others has not been announced, but my information is that cities of similar size are to be chosen rather than metropolitan centres. Within a year the Fox concern expects to have made enough discoveries to justify its experiment.

Also it will have produced its own companies and will no longer be dependent on the Broadway stage stars, whose salaries have been boosted considerably by Hollywood competition. Having tossed its fate on the side of the talkies, it is thinking of to-morrow.

An emissary of the concern who, for good reason, cannot be quoted—since the negotiations have been



Dorothy Mackaill and Milton Sills in a scene from "His Captive Woman," in which Miss Mackaill achieves one of the best successes of her career.

kept quiet—admitted that there are several "aces in the hole" who while every effort is made to promote her into as many scenes as possible, little happens that will add to her fame or popularity.

He recalled that Janet Gaynor, do not recommend this. Nor did I for instance, had been unknown until Murnau came along and made her famous overnight with "Sunrise." Most of the silent drama stars came out of anonymity. And the same procedure will be followed with the talkies. Developed in a regulation theatre, they will be graduated into Hollywood.

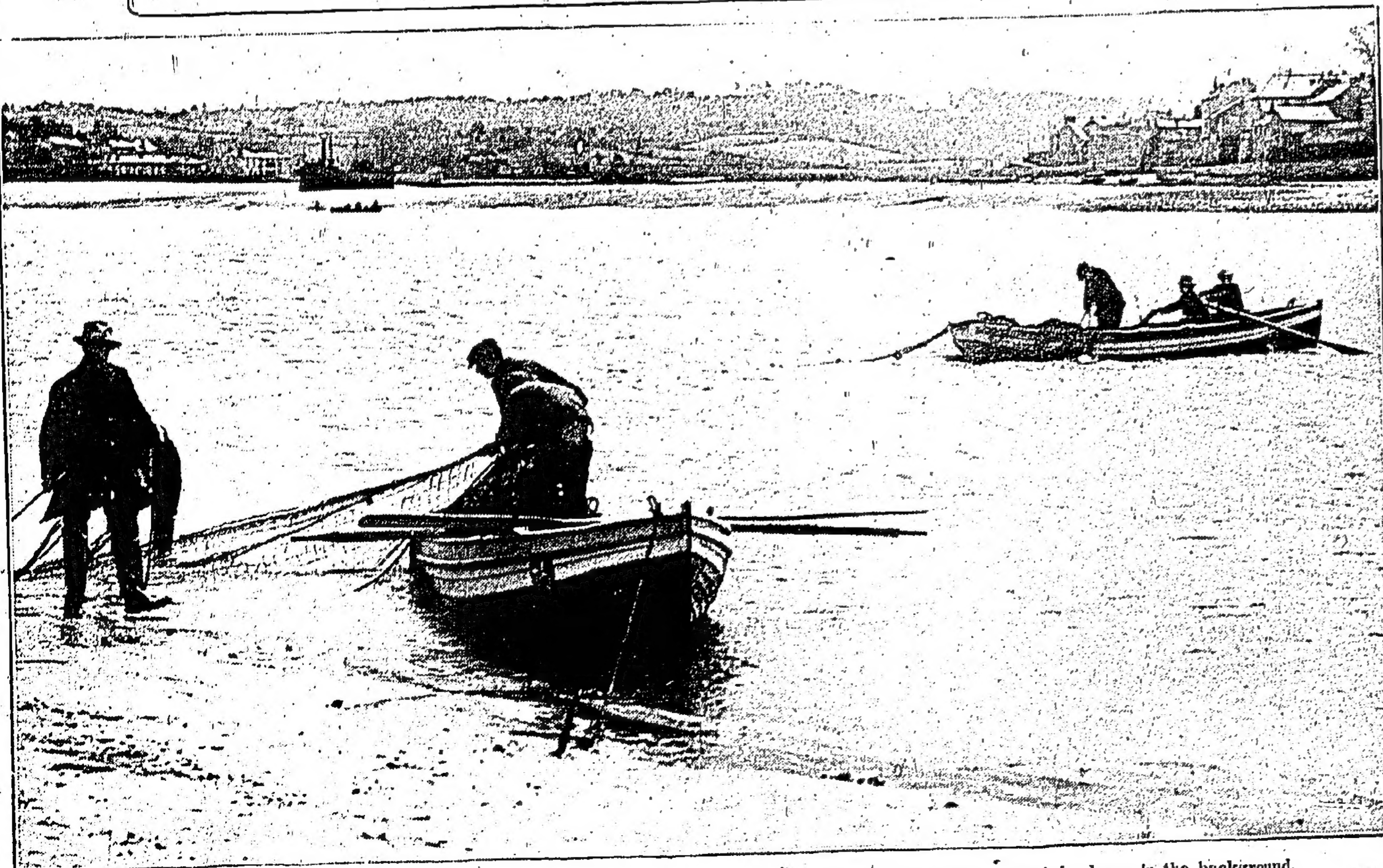
Which is all very interesting—particularly in view of the prevailing notion that a grand rush will be on for all available Broadway actors. This, to be sure, will be the case for a time, but Fox figures on a hand-picked group for the future.

In the deluge of "world premieres," or whatever they are, which descended upon Broadway at the end of the Lenten season, Corinne Griffith and Dorothy Mackaill have emerged with most of the laurels. Corinne was never more gorgeous than in her portrayal of Lady Emma Hamilton in "The Divine Lady"—a dignified and truly beautiful photoplay taken from the E. Barrington biographical novel.

Miss Mackaill's is a considerably different film, "His Captive Woman"—a picture which, with all its faults, remains good entertainment and, thanks to the director, is peppered with scenes of great beauty. It concerns a pretty fugitive from justice who is being returned to prison from her South Sea refuge when wrecked with her detective captor. The talking sequence, which is well done, is limited to those courtroom scenes wherein the story is told by witnesses and then cuts back to the scenes.

Janet Gaynor was given an over-

## SALMON NETTING IN NORTH DEVON.



Fishermen netting the waters of the Taw and Torridge at the junction of these rivers off Appledore, which is shown in the background.



—THE MOST  
IMPORTANT FOOD  
OF ALL!

GIVE THE KIDDIES PLENTY

GUARANTEED PURE

THE DAIRY FARM, ICE, &  
COLD STORAGE CO., LTD.



# Acquiring a Different Look in Clothes

*It Is No Longer Smart  
To Appear Bizarre.  
But There's No Fame  
In Dressing Like  
Everyone Else*



**II**  
Modishly Short Is This  
Orchid and Silver Lame  
Evening Wrap for Summer.  
It Affects a Wide Scarf.  
Has Close-Fitting Hipline  
And Is Worn Over a Frock  
Of Shell Pink Tulle.

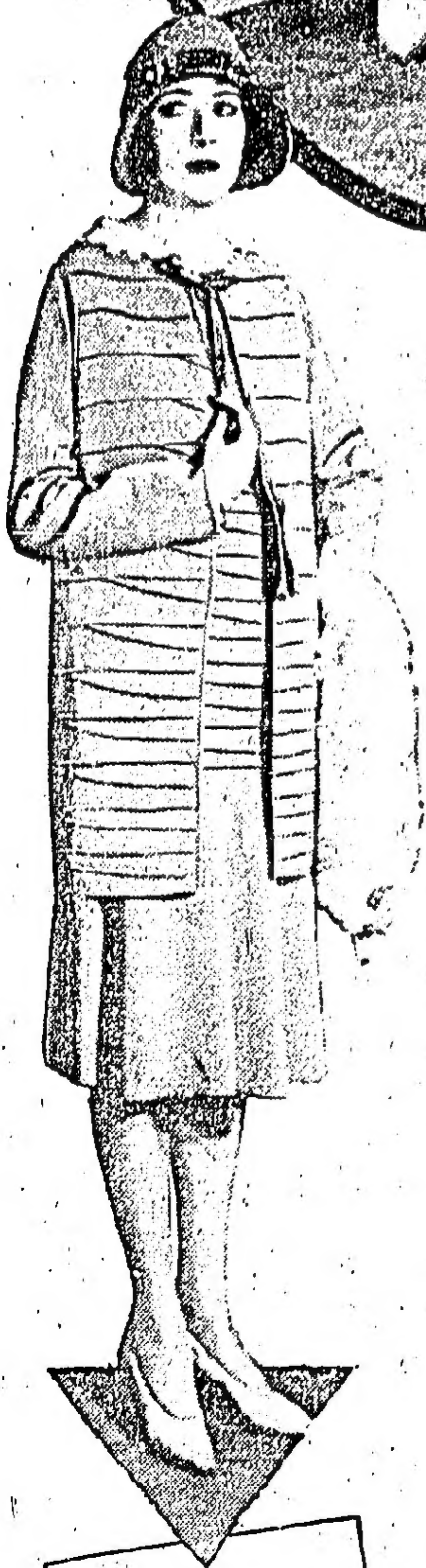
**III**  
Printed Satin Crepe  
In Cardinal Red With  
Figures in Pale Gold  
Is Used to Fashion  
This Slender-Bodied,  
Modishly Long-Skirted  
Evening Gown.



**IV**  
Practical and Youthful  
Is This Sports Frock  
Of Cool White Linen.  
The Hat Is Straw  
In Natural Color.



**V**  
In This Evening Gown  
Of Pale Satin Crepe,  
Interest Is Centered  
In the Draped Skirt  
With Swathed Hipline  
And Uneven Hem.



**I**  
This Ensemble Is Fashioned  
Of Rose Beige Wool Rep  
And Is Distinguished for  
The Unusual Tuck Effect  
On Both Coat and Dress.



**VI**  
Big Flaring Sleeves  
In Bright Colors  
That Are Repeated  
In the Round Collar  
Give Unusual Dash  
To an Afternoon Frock  
Of Georgette Crepe.

IN an age when dresses are turned out in huddled lots, when "Fords" in dresses are as common as Fords in the street, and when the average of feminine taste is considerably higher than it was a decade ago, it is more difficult than ever before to be entirely in sympathy and feeling with the mode, but still be just different enough to lift you above the average well-dressed woman.

This is a period of transition, and at such a time it is well to be conservative.

There are many lovely gowns in Paris that are long all the way around, others that are long on both sides, and some that are long only on one side.

Waistlines undoubtedly are higher—some are quite at the normal line—yet the average is a few inches below.

Many gowns concentrate their fullness in the back, and are cut with a very low décolleté in the back. The mode is full of extremes, yet the conservative buyer does not lose her head at such a time.

Remember that abrupt movements are rarely beautiful ones—and abrupt changes of style are not always harmonious. To change immediately from short skirts to long, from the uncorseted to the tightly molded line is usually attended with some penalty in grace and harmony.

A WOMAN cannot completely change her style by substituting long skirts for short ones. She cannot change over night from a tailored type to a wearer of ruffles. A woman must always make psychological changes first, and let these influence her costume.

The flapper costume of a few years ago was the harmonious costume for the young woman of the period immediately following the hectic days of the World War. This outfit was short, curt, practical and sensible. It made no more pretense to elegance than the flapper herself did.

Women's clothes, if you have noticed, reflect the spirit of the changing times in which they live, not intentionally, but unconsciously.

Undoubtedly, there has been a tendency for some time to make women's clothes more elegant and more feminine. But my advice to women is to go slow, and to seek charm and beauty within the limits already reached.

A woman will always be distinctive and elegant if she selects with an eye to harmony and grace, rather than the unusual. A feeling for simplicity is always an evidence of good taste. Select nothing for itself alone, but always for its relation to the

rest of your wardrobe. And consider line first, last and always.

Let the architecture of your gowns be infinitely more important than any of the embellishments that you might add to them.

The six gowns shown on this page are admirably adapted to summer, and achieve distinction without straining after effect.

**I.** THIS ensemble of rose beige wool rep has a three-quarter-length coat and a skirt that is circular in front. The only decoration apart from the white collar and self-colored tie is the encrustation of the material so inserted as to give the effect of diagonal tucks. The simple cloche hat is of natural colored straw banded in rose ribbon a little deeper in shade than that of the frock.

**II.** ORCHID and silver lame is the medium used for this new short-length evening wrap. This garment has a wide scarf and a modishly close-fitting hipline. It is worn over a ruffled frock of shell pink tulle.

**III.** THIS evening gown is fashioned of cardinal red satin crepe with a figure in pale gold. The scalloped skirt is short in front and long at the sides and back. The bodice is cut to give a narrow, slender line. The neck and armholes are untrimmed, thus detracting nothing from the gown's lines and elegance of material.

**IV.** YOUTHFULNESS and practicality are found in this sports frock of white linen. A touch of crimson is found in the crepe de chine necktie and in the twin belt buckles of modernistic design. The hat is natural colored straw bound in crimson ribbon.

**V.** THIS evening gown is of pale flesh-colored satin crepe. Its interest is concentrated in three panel-like draperies made out of shirred folds of the material. At one point the full, circular skirt reaches the floor, though it is just below the knee in front. The swathed hipline, and narrowness of the silhouette is extremely smart.

**VI.** ROMANTICALLY cut sleeves are the outstanding feature of this afternoon frock of white georgette crepe. These unusual sleeves are orange, blue, green and white—the same colors that are repeated in the conservative round collar. This outfit has an almost normal waistline and a simple, circular skirt.



## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph.

## Pictorial Supplement

June 8th, 1929.

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IN THIS SUPPLEMENT.

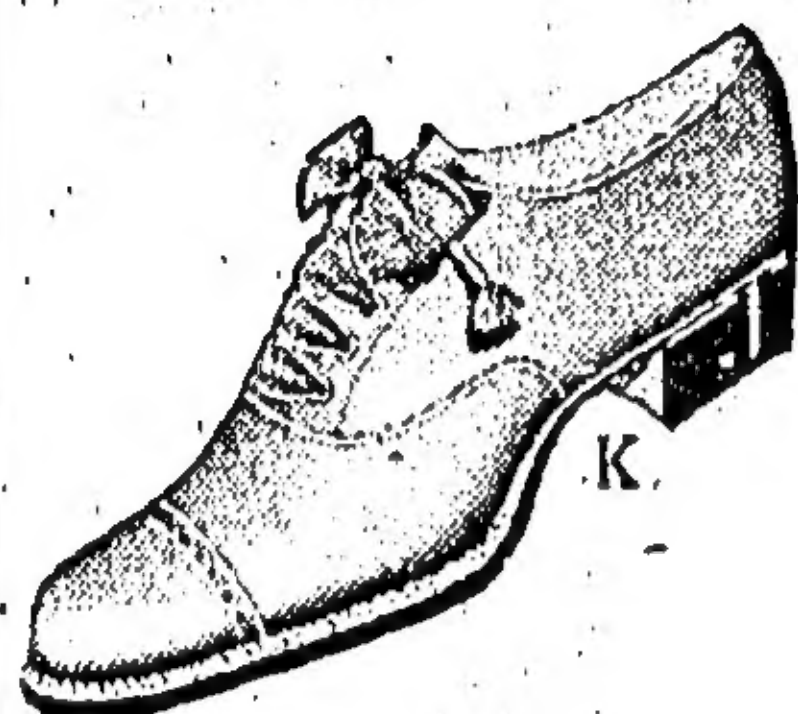
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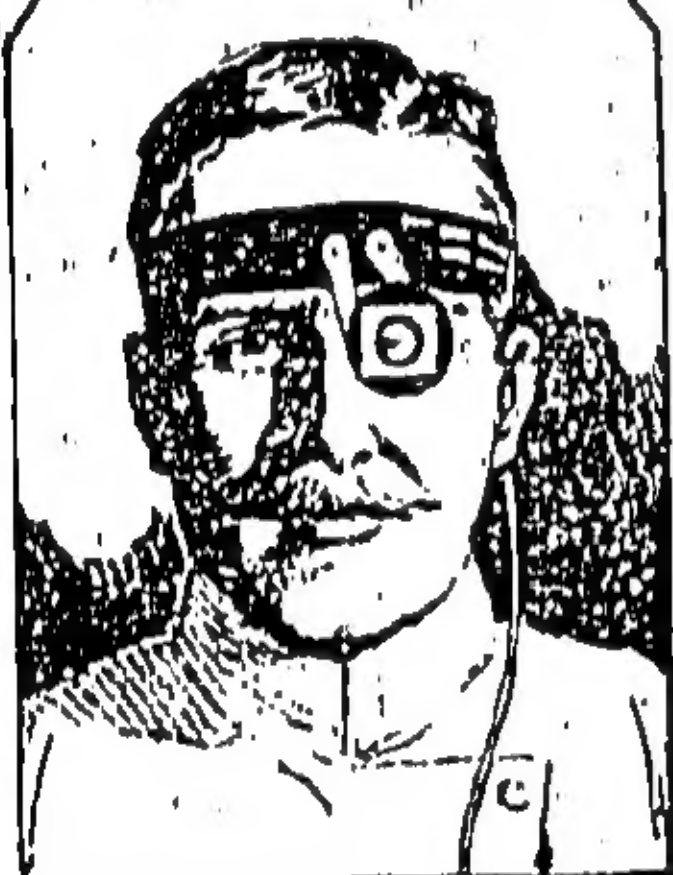
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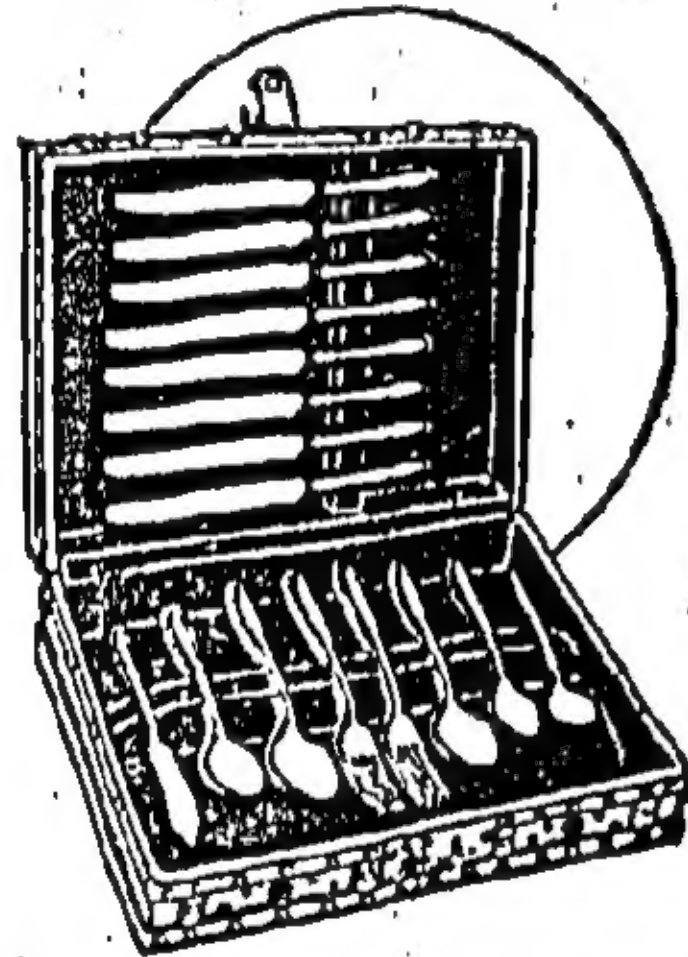
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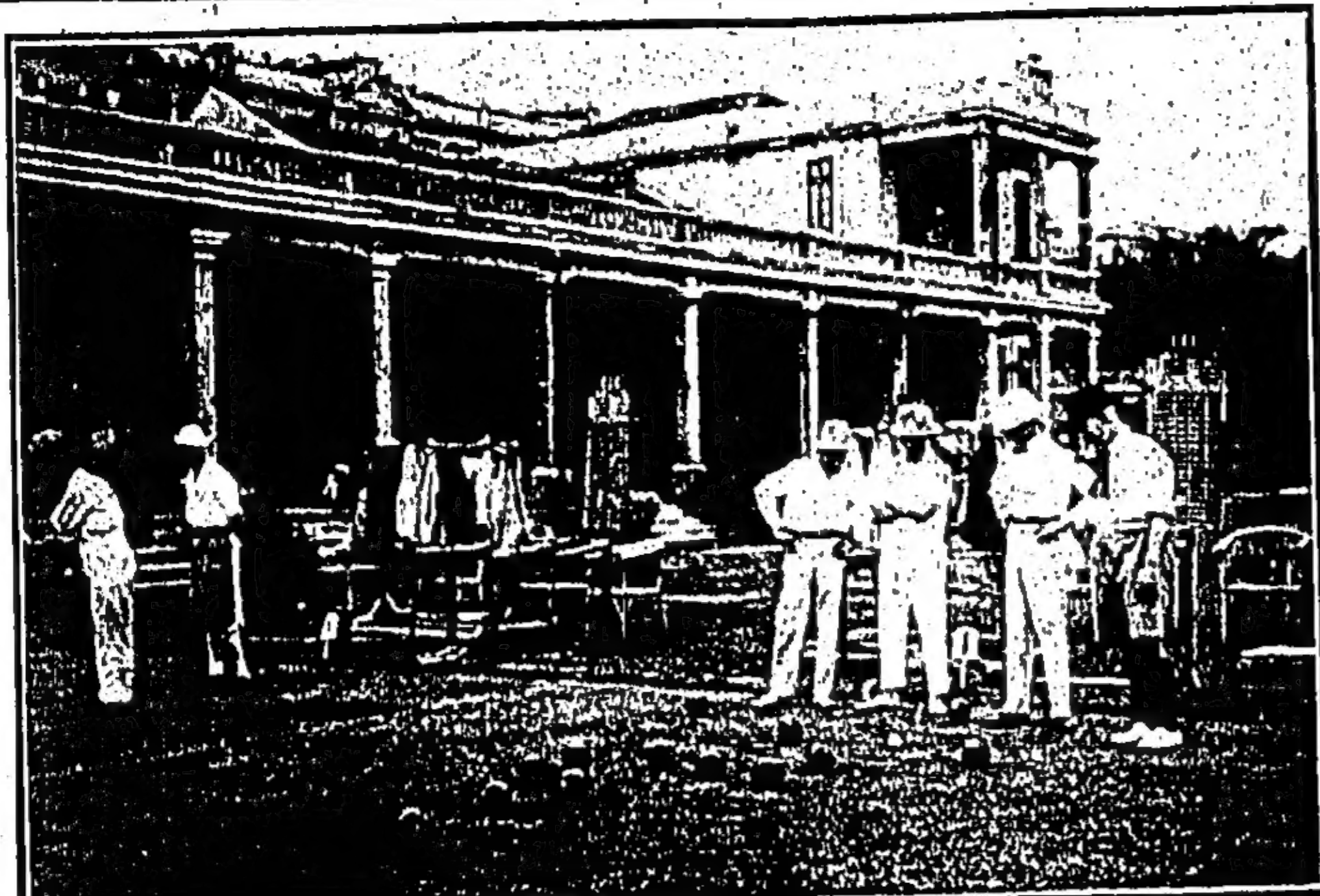


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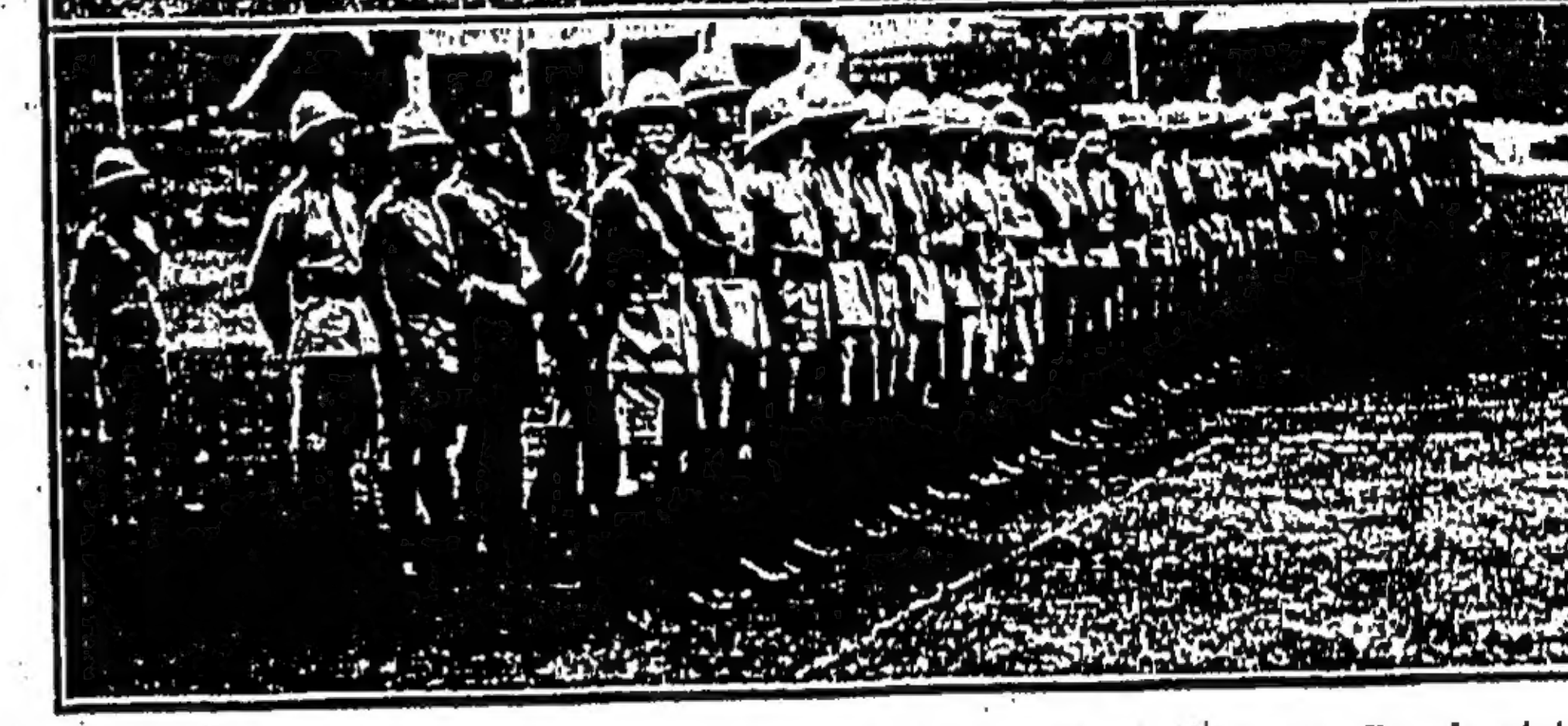
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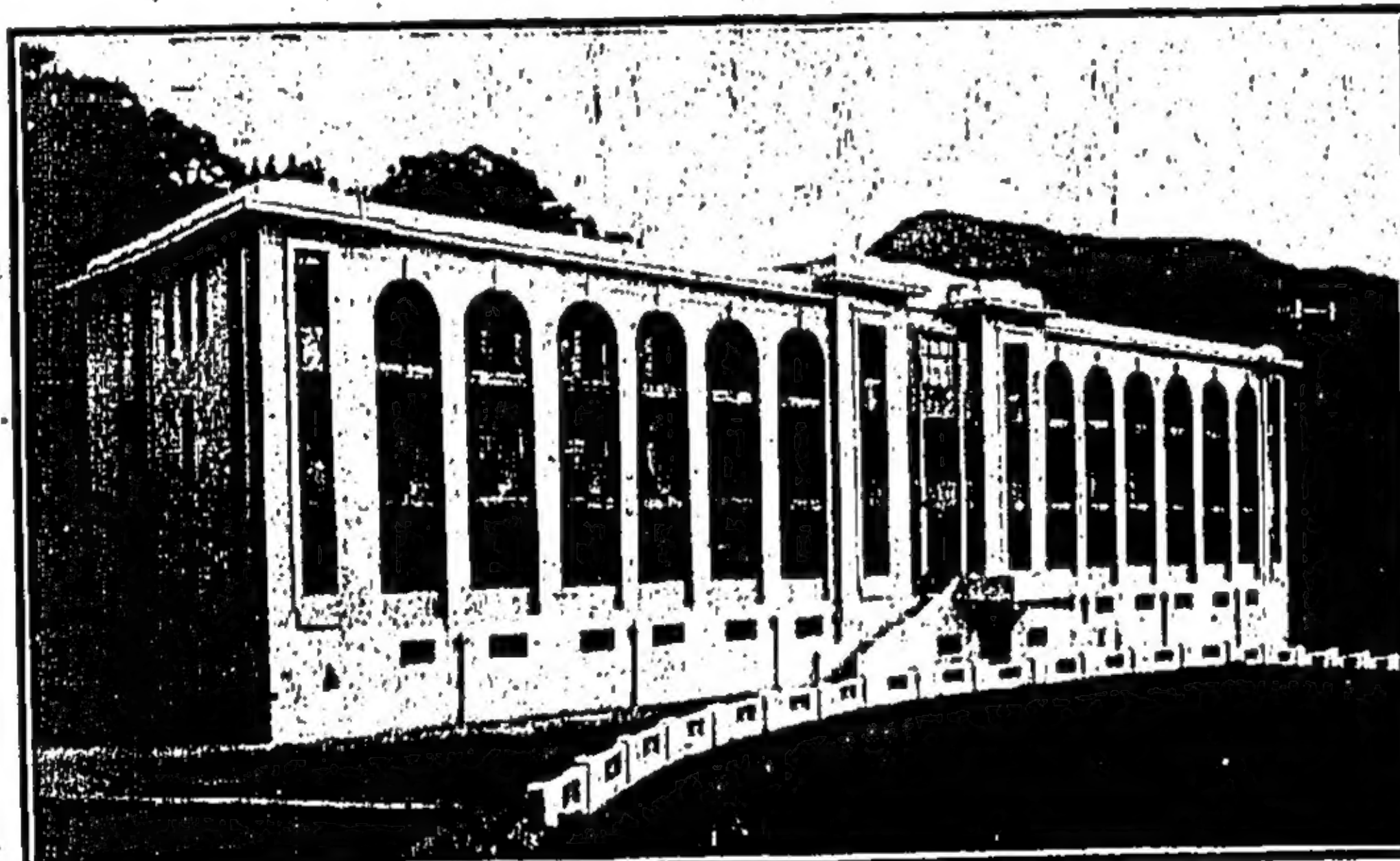
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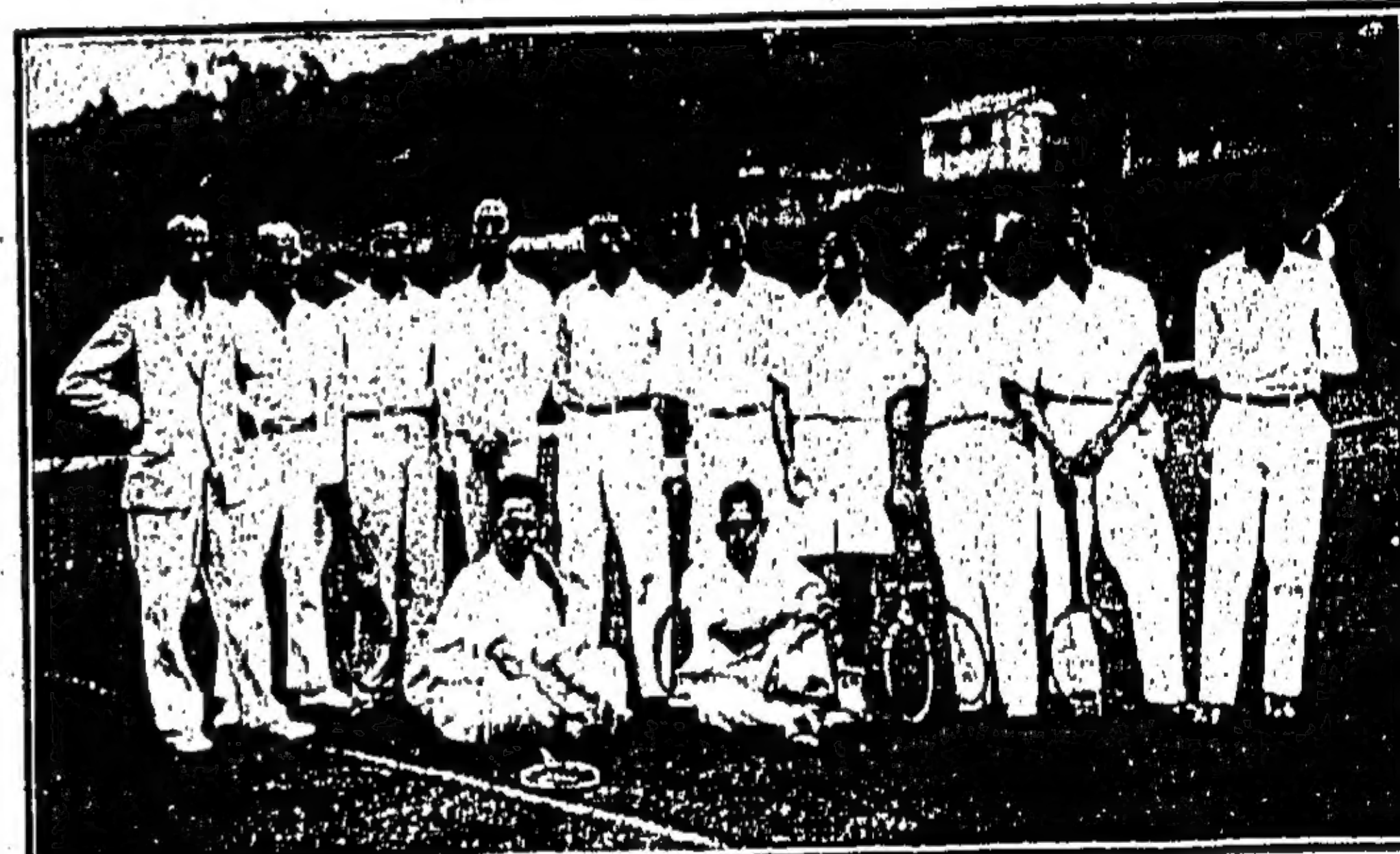
Two interesting snapshots of Lawn Bowls League games. Top, Craigengower v. Kowloon B.G.C., in the 2nd Division; bottom, Police v. Civil Service, in the 1st Division. (Photos: Mee Cheung).



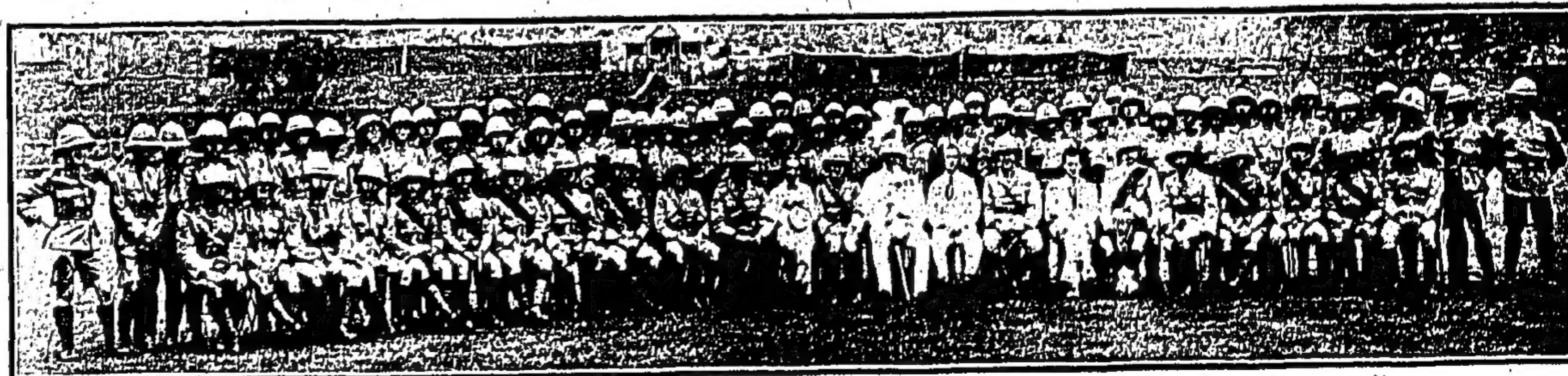
The Portuguese Company of the H.K.V.D.C. attended Church Parade at the Rosary Church last Sunday, after which H.E. Major General Sandilands and officers lunched at the Club de Recreio. Top, the General at the Club; bottom, the Portuguese Company. (Photos: Mee Cheung).



This is the new eastern branch of the Tung Wah Hospital, the erection of which is necessitated by the expansion of the Hospital's work. An appeal for funds has been issued. (Photo: Mee Cheung).



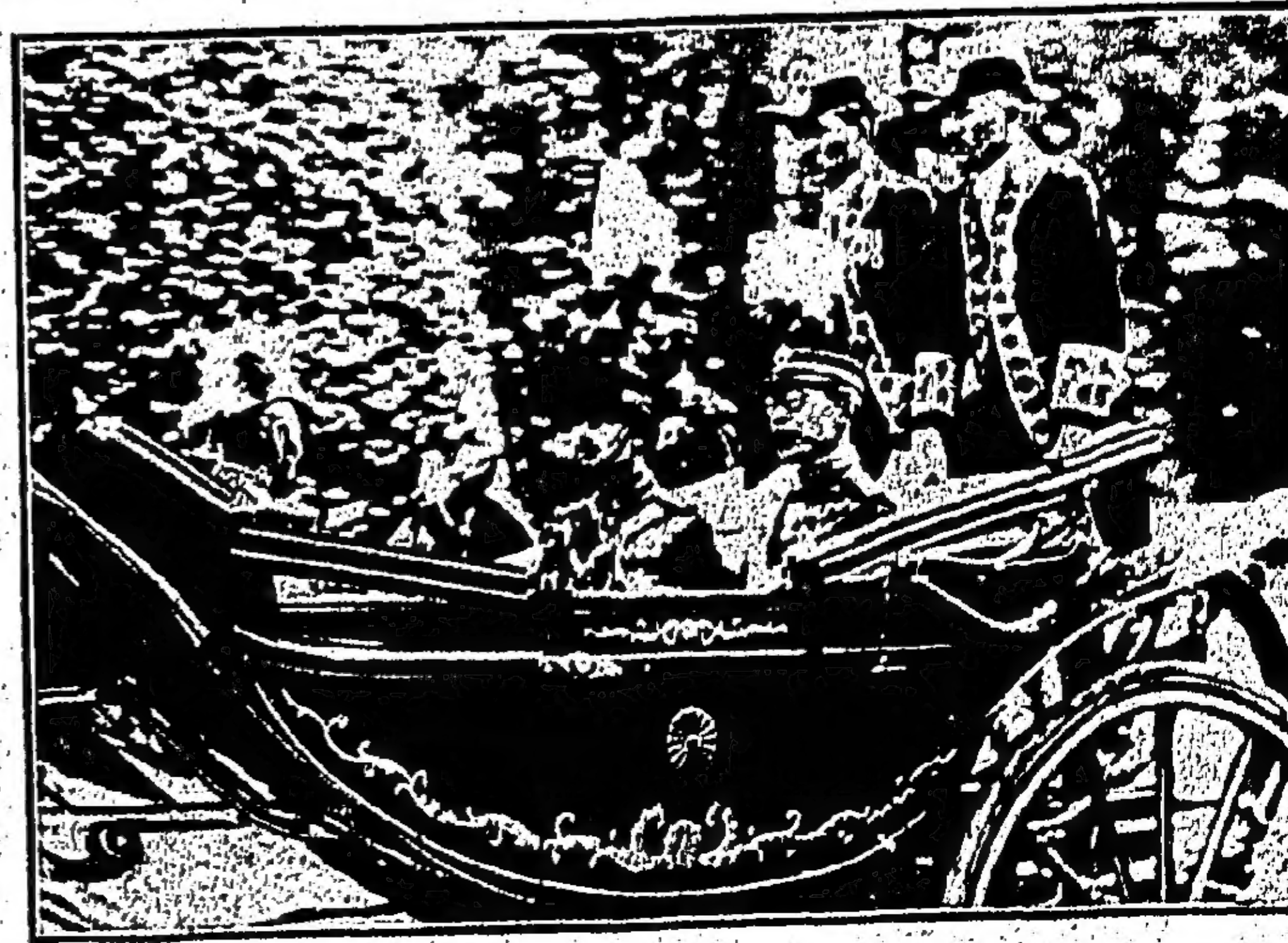
The Club de Recreio were at home to the Chinese Recreation Club in the First Division of the Tennis League last Saturday, the visitors securing an easy victory by nine sets to none. Above are the players who took part. (Photo: Mee Cheung).



The Portuguese Company of the Volunteer Defence Corps photographed on Sunday at the Club de Recreio on the occasion of the visit of H.E. Major General Sandilands. On the right of the General are seen the Officer Commanding Portuguese Co., and the Portuguese Consul, whilst on his left are the Hon. Mr. J. P. Braga and Lieut-Col. L. G. Bird, the Corps Commandant. (Photo: Mee Cheung).



H.R.H. the Duke of Gloucester stepping ashore from H.M.S. Suffolk at Yokohama, with Prince Chichibu, the Emperor's son, waiting to welcome him. (Photo by courtesy of Japanese Consul-General).



The Duke of Gloucester is here seen in the State coach with Prince Chichibu during his visit to Japan, when he presented the Emperor with the insignia of the Order of the Garter. (Photo by courtesy of the Japanese Consul-General).